

Cane Run Road Neighborhood Revitalization Plan



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Table of Contents

Cornerstone 2020 Vision Statement.....	5
Introduction.....	7
Neighborhood Vision Statement.....	13
Neighborhood Identity.....	15
Land Use and Community Form.....	29
Mobility.....	48
Community Engagement.....	52
Recommendations.....	54
Plan Implementation.....	68
Plan Schedule.....	70
Executive Summary.....	74

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Index of Maps, Figures & Tables

Maps

Map 1: Context	10
Map 2: Aerial Image	11
Map 3: Existing Land Use	30
Map 4: Zoning Districts	32
Map 5: Form Districts	34
Map 6: Existing Parks and Recreation	36
Map 7: Schools	37
Map 8: FEMA Flood Areas	40
Map 9: Redevelopment Areas	42
Map 10: Transit and Mobility	51

Figures

Figure 1: Race	18
Figure 2: Age Distribution	19
Figure 3: Age of Housing	23
Figure 4: Housing Tenure	24
Figure 5: Housing Type	24
Figure 6: Use of Public Transportation to Work	28
Figure 7: Land Use	29
Figure 8: Zoning	33

Tables

Table 1: Demographic Profile	20
Table 2: Income and Economic Profile	22
Table 3: Housing Profile	27

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Cornerstone 2020 Vision Statement

In our vision of 2020, Louisville and Jefferson County is a community widely recognized for its high quality of life, sense of tradition and competitive spirit. Our children have inherited a livable, vibrant and economically diverse community. We have clearly recognized that the quality of life depends upon continued success in the economic marketplace and an ongoing commitment to the conservation of environmental resources which define our heritage and enhance the livability of our community.

Community residents share a sense of place and take great pride in their established and emerging neighborhoods which are culturally and economically diverse. Residents are proud of their differences in heritage and culture. Economic and educational opportunities are available to all residents, in every neighborhood. Every neighborhood is a safe place to live.

The community enjoys a rich fabric of urban and suburban areas, interwoven with environmental resources, accessible parks, open space and the Ohio River Corridor, all representing a heritage of natural beauty. A multi-modal transportation system serves and ties together the entire community. Unified government services enhance the ability of the community to speak with a single voice in matters related to the investment of human, environmental and capital resources.

The Cornerstone 2020 Vision for Louisville and Jefferson County is nothing less than the best of the past merged with the best of the future, creating a community where all residents can grow and prosper.



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Introduction

The Cane Run Road Community Revitalization Plan target area is comprised of the St. Dennis neighborhood located in south western Louisville. The study area encompasses a section of Cane Run Road that serves vital link providing greater regional access to I-264 to the northwest and Greenbelt Highway, southwest of the study area. The plan boundary includes the Boxwood Ditch located to the east, incorporates the Tradewinds West Shopping Center and Richmond Terrace redevelopment area to the north. The western boundary includes the Paducah and Louisville Railroad, and the southern border is Lees Lane-Rockford Lane.



Plan Purpose

The Community Revitalization Plan (CRP) is intended to serve as a guiding document that articulates a vision for Cane Run Neighborhood while addressing a wide range of issues including land use, community revitalization, economic development and redevelopment, housing and service delivery. In addition, the plan will provide a framework for designation as a “Community Revitalization Plan” (CRP) under the Kentucky Housing Corporation (KHC) 2015 Qualified Allocation Plan (QAP).

In its broadest definition, a community revitalization plan is intended to provide a coordinated and comprehensive approach to addressing community issues, and to foster healthy and vibrant residential and commercial opportunities. The community is experiencing two revitalization efforts to stabilize existing homes and to construct new multi-family housing. Richmond Terrace Revitalization Plan includes a comprehensive strategy to acquire, demolish with a targeted approach to construct new single-family and multi-family housing. Riverport Landings plans to construct affordable multi-family housing including senior housing, a Family Scholar house, Boys and Girls Club, a 2.5 acre park and neighborhood serving commercial. This mixed use development proposes a variety of housing types and community amenities.

Through the Community Revitalization Plan process, the integration of potential new development into the neighborhood, can help fulfill the overall community vision and enhance the livability of the surrounding neighborhoods. More specifically, this plan will strive to blend a combination of residential, commercial, cultural, and institutional uses as well as provide pedestrian connections and improve public infrastructure. Effective neighborhood mobility solutions will include transportation enhancements and opportunities for bike and pedestrian linkages for residents of all ages and incomes, which is essential for ensuring local and regional connectivity.

Plan Process

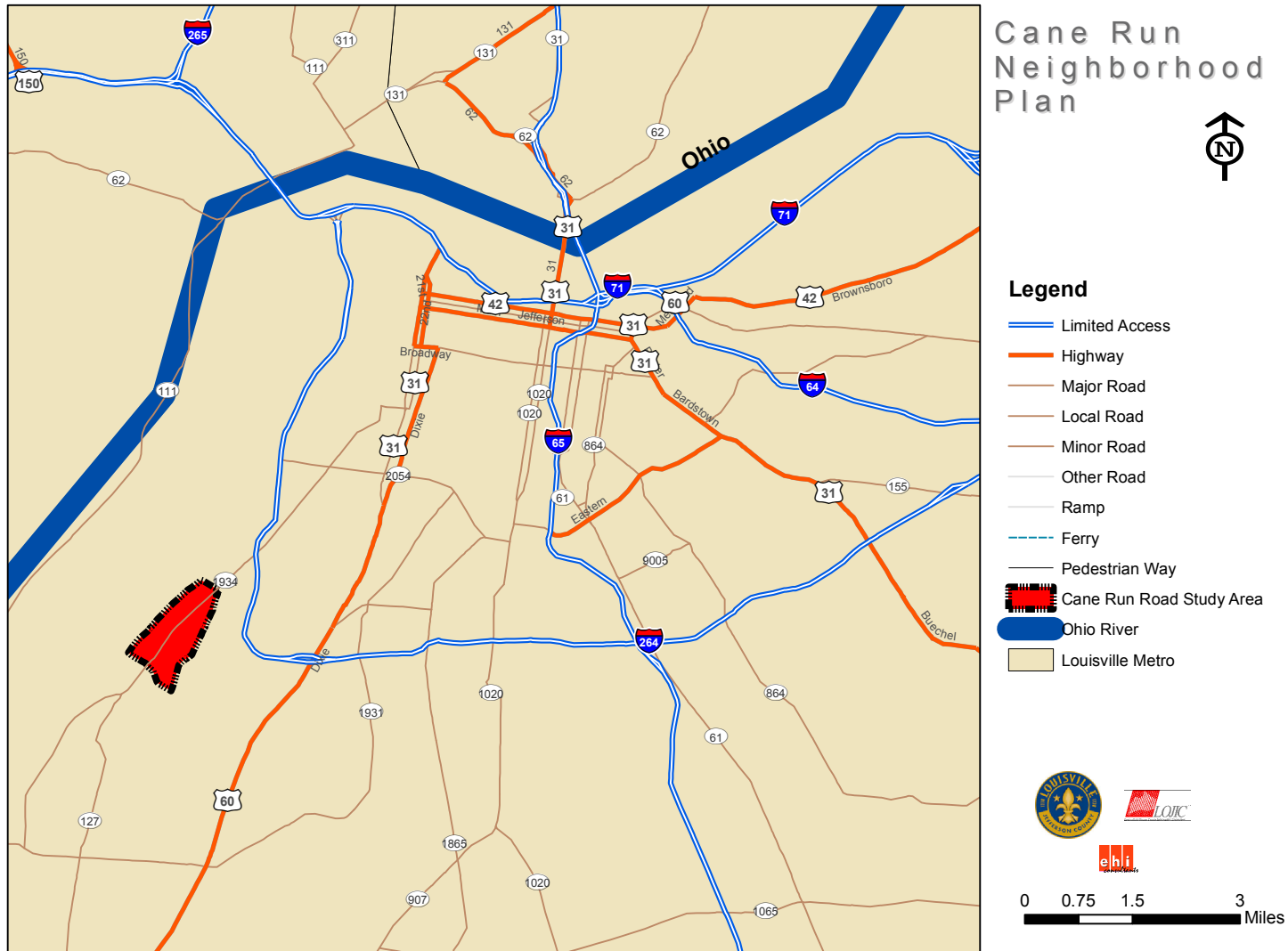
The plan examines the current conditions of the area, develops a future vision of what community members would like to see their neighborhood and then formulates specific goals, objectives, and policies that will help implement that vision. The plan itself builds on existing revitalization efforts and public involvement process.

The neighborhood plan is in accordance with the provision of Ordinance 161 regulating the development of neighborhood plans. The plan contents include the mandatory sections of an introduction, vision statement, neighborhood identity, land use/community form, mobility, plan implementation and an executive summary.

The plan will be reviewed by the Planning Commission and Metro Council to be officially adopted as an amendment to Cornerstone 2020 Comprehensive Plan. By adopting the plan, the Planning Commission and the Louisville Metro Council will demonstrate the city's commitment to the plan's implementation. However, every action item listed in this plan will require separate and specific implementation. Adoption of the plan does not, on its own, begin the implementation of any item. Approval of the plan does not legally obligate the city to implement any particular action item. The implementation will require specific actions by the neighborhood, the city and by other agencies.



Context Map



Aerial Map



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Neighborhood Vision Statement

Cane Run Road Neighborhood Vision Statement

Cane Run Road Neighborhood will be a diverse and stable neighborhood that offers a mix of housing, transportation, and economic choices. Cane Run Road Neighborhood will have a strong sense of community and will be secure and well-maintained. Cane Run Road will be interconnected, and a neighborhood where people feel safe walking and comfortable riding bicycles.

The neighborhood will value opportunities for local small business development and economic diversity. It will offer educational opportunities and recreational activities that are safe for kids, young adults and seniors and provide amenities to improve the quality of life for all its residents.



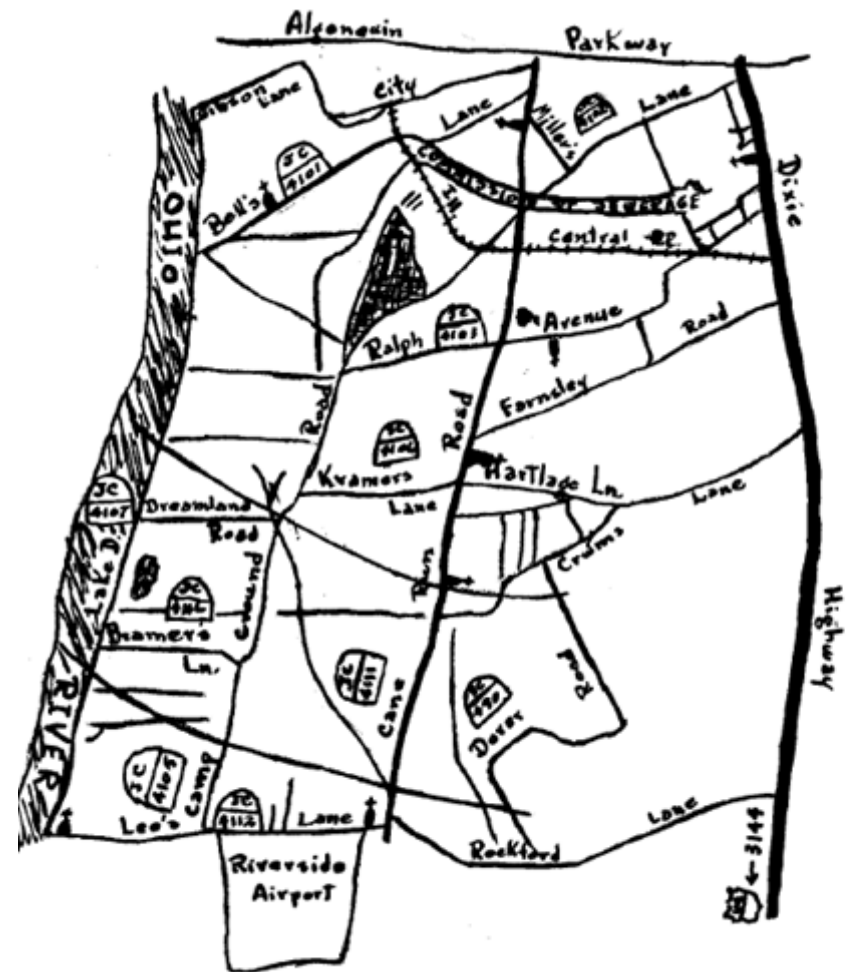
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Neighborhood Identity

The Cane Run Road Neighborhood is comprised of diverse character with varying densities. Like many suburban neighborhoods of its era, the built environment evolved around the exclusive use of automobiles with single use development patterns. Today many residents within the neighborhood do not own, or have use of a personal vehicle.

The study area is unique based on its socioeconomic, demographic and locational attributes and can be described as a “middle-ring” suburb. Similar to other communities, efforts are being made to revitalize Louisville’s urban neighborhoods and downtown core while private investment continues in the east suburbs. The suburbs in between (i.e. “the middle”) often suffer from the lack of public intervention and tend to be overlooked by private investors. This plan intends to recommends strategies to promote and guide both public and private investment.

Regionally the study area sits in south western Louisville and was originally known as St. Dennis. St. Dennis was originally an unincorporated, census-designated place (CDP) prior to the merger between the city and Jefferson County’s unincorporated communities in 2003, but it is now within the city limits of Louisville Metro. The neighborhood is east of the Ohio River and is adjacent to the Lake Dreamland neighborhood located the west, and Rubbertown industrial complex to the northwest. The City of Shively is located east of the study area and is accessed via Crums Lane.



History

Early settlement of the area was by the Miller family, who owned a 1,000 acre estate which is part of the Cane Run Road community. The house of Frank. H. Miller who was the president of the Louisville Railway Company, grew up in a house near the present day Cane Run Road Elementary.

From its beginning, Cane Run Road has been an integral part of the history of the community. The development of this area dates back to early 1839 when the Jefferson Pond Drainage Company was organized to survey the Pond Settlement (as most of this community was then called). The drainage was obtained by widening and deepening Mill Creek (in the southernmost section of the community), which was called the Big Ditch and is still in the community. After excessive rains it often floods the surrounding farms and homes. It crosses Cane Run Road about a mile from the Ohio River.

Cane Run Road was built in the latter part of the nineteenth century by the “Cane Run Plant Road Company” and was owned and maintained by the Miller family until 1895, when it was rebuilt with gravel and crushed rock and sold to the state.

In the early 20th century, truck farms were prominent in southwestern Jefferson County. The sandy soils and relatively flat terrain was well suited for the production of fruits, vegetables and flowers. Many of the families during the 1940s and 1950s specialized in growing agriculture and sold their products at markets such as Haymarket located in downtown Louisville.





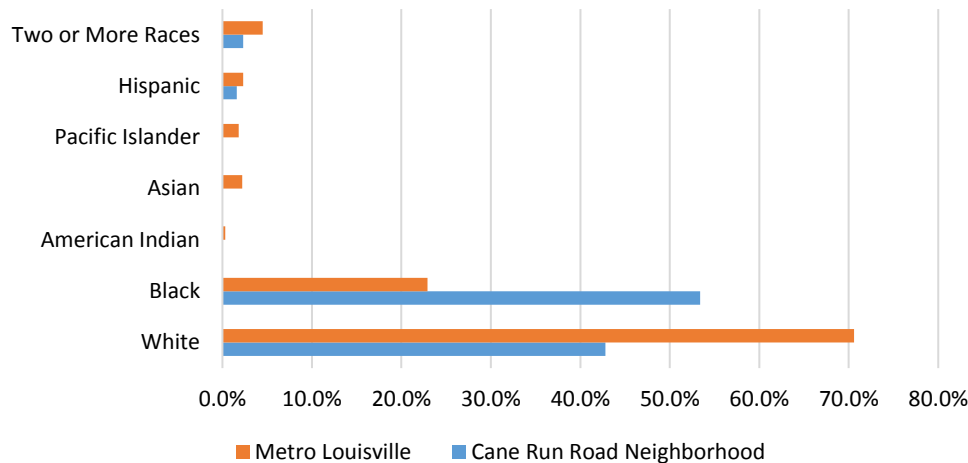
Demographic Profile

The Plan provides recommendations for social, economic and environmental improvements with thoughtful consideration of the neighborhood's dynamic demographics. Understanding the current dynamics of the Cane Run Road neighborhood is essential to identifying community needs and guiding future development. This neighborhood plan will effect 3,386 residents within the area. Residents are diverse in terms of age, race, educational attainment and occupation.

Racial Composition

53.4% of residents in the Cane Run Road planning area are African American; more than twice the percentage when compared to the Louisville Metro area. Additionally, other notable racial demographics are 42.8% of residents are White and 1.6% are Hispanic. Compared to Louisville Metro and the United States, the White population is significantly lower than average.

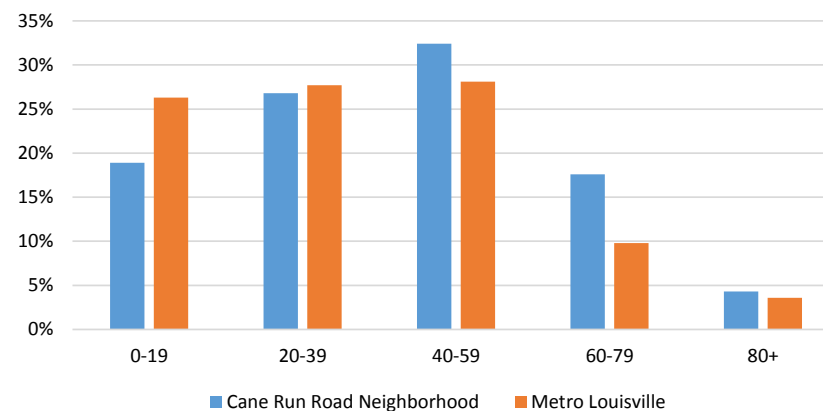
Figure 1: Race



Age

The figure below shows the age of residents within the neighborhood. The majority are between ages 40 to 59 (32.4%), and those between ages 20-39 represent the second largest (26.8%). The median age falls within the majority age group at 43.3 years of age, which is slightly higher than Metro Louisville. This is reflective of a neighborhood where residents wish to age in place. The Center for Disease Control (CDC) explains aging in place as “the ability to live in one’s own home and community safely, independently and comfortably, regardless of age, income or ability level.

Figure 2: Age Distribution



Vulnerable Populations

Nearly 15 percent of the current population is 65 or older (almost 10 percent live alone), and in the next decade another 12 percent of the population will turn 65. Twenty-eight percent of the population has a disability, with seniors accounting for half of that portion. Both an aging and disabled population present issues of accessibility, as many units may not have the facilities to accommodate their mobility needs. Affordability is also a factor as wages and benefits received by disabled residents and seniors are often not sufficient to meet the cost of living. Thirty-two percent of the population have homes without mortgages, which indicates these may be senior housing units. Owning a home is an asset, but it still requires maintenance and property taxes. Ten percent of the households are single mothers which will likely have a greater demand for childcare, social services and affordable housing.

Table 1: Demographic Profile

	Cane Run Road Community Revitalization Plan Area		Metro Louisville		Metro Statistical Area	
Total Population	3,386		597,337		1,235,708	
Race						
White	1,448	42.8%	421,439	70.6%	993,984	80.4%
Black	1,807	53.4%	136,705	22.9%	173,033	14.0%
American Indian	0	0.0%	1532	0.3%	3,078	0.2%
Asian	0	0.0%	12,903	2.2%	19,830	1.6%
Native Hawaiian and Other Pacific Islander	0	0.0%	10,487	1.8%	20,249	1.6%
Hispanic	53	1.6%	13,873	2.3%	48,995	4.0%
Two or More Races	78	2.3%	26,790	4.5%	24,855	2.0%
Age Distribution						
0-19	640	18.9%	156,906	26.3%	325,618	26.4%
20-39	907	26.8%	165,652	27.7%	323,610	26.2%
40-59	1,097	32.4%	167,738	28.1%	356,352	28.8%
60-79	597	17.6%	58,531	9.8%	186,443	15.1%
80+	145	4.3%	21,780	3.6%	43,685	3.5%
Median Age	43.4		37.4		38.1	
Educational Attainment (25+)	2,529		404,229		843,485	
Less than High School	655	25.9%	53,928	13.3%	107,135	12.7%
High School Diploma/GED	1,039	41.1%	212,594	52.6%	452,414	53.6%
College Degree	254	10.0%	93,193	23.1%	197,582	23.4%
Advanced Degree	40	1.6%	44,514	11.0%	86,354	10.2%
School Enrollment (Age 3+)	3,368		577,801		1,199,189	
Enrolled In School	768	22.8%	153,265	26.5%	314,122	26.2%
Pre K- Kindergarten	94	2.8%	17,082	3.0%	35,888	3.0%
Elementary- Middle	256	7.6%	61,175	10.6%	132,332	11.0%
High School	234	6.9%	31,600	5.5%	68,027	5.7%
College	176	5.2%	43,408	7.5%	77,875	6.5%

Educational Attainment

College enrollment is slightly less among those living in the Cane Run Road neighborhood when compared to the Louisville Metro area. A majority of neighborhood residents (41.1%) have completed high school or received a GED. 25.9% of residents have less than a high school diploma. Compared to Metro Louisville, almost twice as many of the residents in the planning area have not finished high school. Educational attainment is important because in general a higher education is a future indicator of lower unemployment rates, higher income and better health.

Household Income

Median income is the midpoint in a range of numbers, meaning there are an equal number of incomes above it and below it. According to the 2013 American Community Survey, the median household income for workers in the Cane Run Road neighborhood is \$30,878,

Household income is measured by income generated by persons living in the same household. This is significant because residents in this neighborhood are living on a lower than average income when compared to the Louisville Metro area.

Employment

According to the ACS estimates, the neighborhood unemployment rate is at fifteen percent, while the Bureau of Labor Statics reports an overall rate of 4.5 percent (December 2015) for Louisville Metro.

Although diverse, the neighborhood's economic base is somewhat evenly distributed, with the largest percentage at 37.7 percent working in the service sector. Other employment sectors include 19.8 percent in sales and office; 17.7 percent in management, business, science and the arts; 18.7 percent in production; 6.1 percent in natural resources, construction, and maintenance.

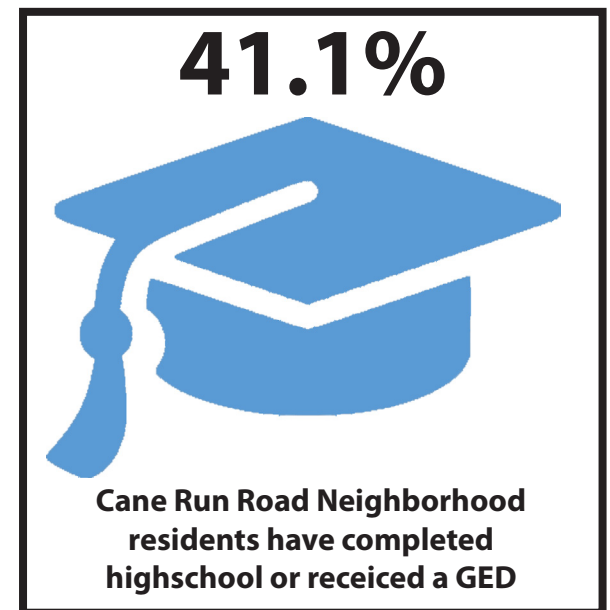


Table 2: Income and Economic Profile

	Cane Run Road Community Revitalization Plan Area		Metro Louisville		Metro Statistical Area	
Median Household Income	30,878		\$44,159		\$44,793	
Per Capita Income	\$18,330		\$26,098		\$27,013	
Households Below Poverty Level	158	18.8%	69,427	14%	42,410	17.3%
Occupation (Age 16+)	1,433		276,828		582,490	
Management, business, science and arts	253	17.7%	94,479	34.1%	86,441	14.8%
Service	540	37.7%	48,148	17.4%	48,918	8.4%
Sales and office	284	19.8%	69,199	25.0%	61,942	10.6%
Natural Resources, construction, and maintenance	88	6.1%	20,414	7.4%	32,986	5.7%
Production	268	18.7%	44,588	16.1%	45,487	7.8%
Commute to Work	1,385		271,564		570,789	
Car alone	1,037	74.9%	221,455	81.5%	475,375	83.3%
Carpool	165	11.9%	23,485	8.6%	51,443	9.0%
Public Transportation	132	9.5%	8,987	3.3%	11,246	2.0%
Walk/bike	21	1.5%	6,799	2.5%	10,545	1.8%
Work at Home	22	1.6%	7,655	2.8%	17,094	3.0%
Other Means	8	0.6%	2,874	1.1%	4,481	0.8%
Avg. Commute Time	N/A*		22.2 minutes			
Vehicle Available	1,468		244,674			
None available	335	22.8%	27,868	11.4%		
One available	591	40.3%	94,811	38.7%		
Two available	402	27.4%	85,440	34.9%		
Three available	93	6.3%	26,774	10.9%		
Four available	21	1.4%	7,475	3.1%		
Five or more available	26	1.8%	2,306	0.9%		

Housing

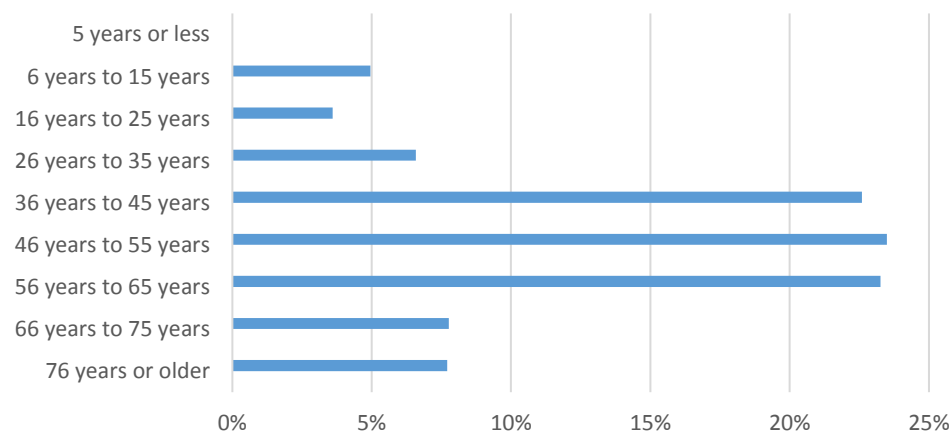
The housing analysis provides a profile to the local housing conditions and trends in the Cane Run Road neighborhood. Census tract data from the 2009 – 2013 American Community Survey (ACS) five-year estimates is used in the analysis to understand housing characteristics and the residents that live in the neighborhood. This information will be used to guide housing recommendations.

Housing age

Approximately 85 percent of the neighborhoods total housing stock is older than 35 years with a majority of housing built between the years 1950 to 1979. The median year which structures were built is about 50 years ago, or 1965. This is two years older than Metro Louisville (1967) and eight years older than the statistical area (1973). Most of the homes were built between 1950 and 1980 (roughly 69 percent), and very few were built in the last decade and a half (5 percent).

This information is important for housing demand, as older homes are less energy-efficient than new construction and will require remodeling or replacement in the years ahead. The aging housing stock represents an opportunity for well positioned builders and developers in areas where the population is not in decline.

Figure 3: Age of Housing



Vacancy Rate

The residential vacancy rate is a good indicator of the balance between housing supply and demand in a community. When the demand for housing exceeds the available supply, the vacancy rate will be low. When there is an excess supply, the rate will be high. A vacancy rate of 3 to 5 percent is generally indicative of a healthy market. When vacancy rates fall below 3 percent, there is upward pressure on home prices and rents. There are currently 1,468 occupied units out of 1,775 total units in the planning area for a total of 83 percent and 12.5 percent vacancy rate.

Housing Type and Tenure

The majority of units (59 percent) in the study area are comprised of single-family, detached housing, duplexes at 2 percent, three- and four-plexes at 4 percent and apartment style buildings at 23 percent. Housing tenure in the study area is relatively the same, with half of the units as owner-occupied and half as rental.

Figure 4: Housing Tenure

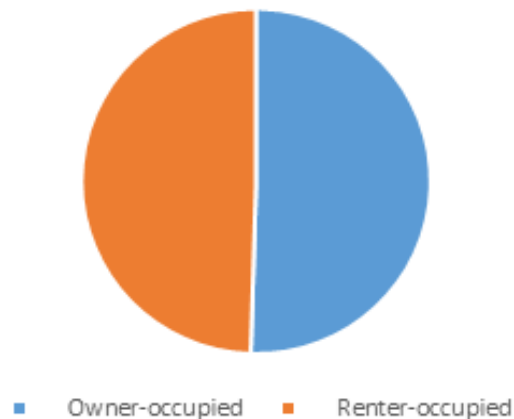
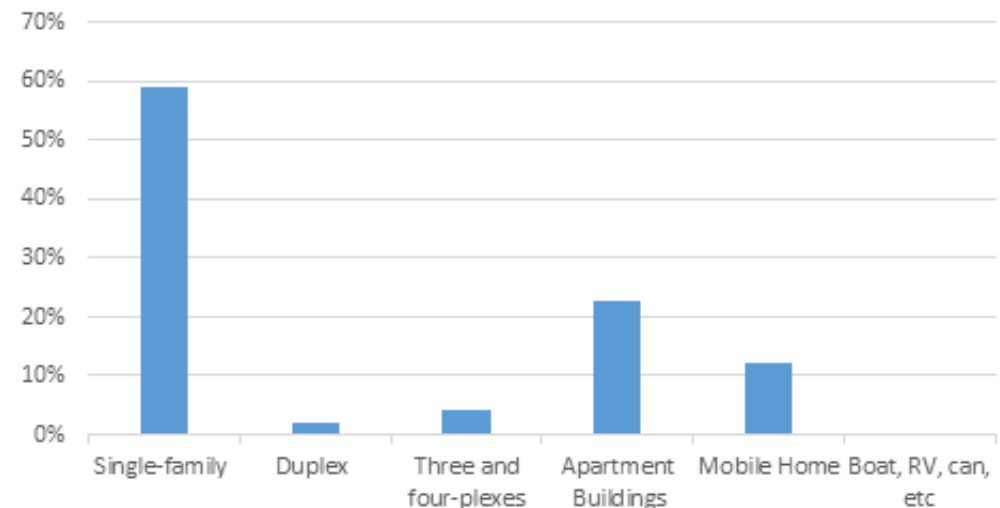


Figure 5: Housing Type



Length of Residency

Some metro neighborhoods are more transient than others, as evident in the length of time that people stay in one place or their duration of residency. A majority of residents have lived in their home for a significant amount of time with half living in the neighborhood for over 16 years or more. Typically, renters have shorter durations of residences than homeowners which produce higher turnover rates and decrease the overall stability of the neighborhood.

Affordable Rent

Housing affordability is a growing concern in all of Louisville Metro. Households with extremely low incomes have a variety of housing situations and needs. This population includes persons with disabilities, college students, seniors living on fixed incomes, and low-waged earners.

Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. An estimated 12 million renter and homeowner households now pay more than 50 percent of their annual incomes for housing. Nationally, HUD estimates that a family with one full-time worker earning the minimum wage cannot afford the local fair-market rent for a two-bedroom apartment anywhere in the United States. A very low-income household is defined as a household with an income less than 30 percent of the area median. According to calculations from the Census Bureau, HUD's Fair Market Rent and Income Limit (the MFI Estimate) the median income for Jefferson County is \$64,100. Based on the above definition, a very low-income, four-person household earns less than \$32,050. Two workers in a four person household earning the minimum wage of \$7.75 and working 40 hours a week would be considered very low income, as their total combined annual earnings would be \$32,240.



Many renters in the neighborhood spend significantly more than the recommended 30 percent of their income on housing. The 30 percent threshold is determined by Department of Housing and Urban Development (HUD) for federal housing aid programs. Fifty-two percent of the renters pay 30 percent or more for housing with 30 percent of the same population spending over half of their income on housing.

Affordable Housing Units

The price of housing has become significantly more expensive than the historic norms relative to annual incomes. The price-to-income ratio looks at the total cost / price of a home relative to median annual incomes. The rule of thumb for price-to-income ratio is to estimate an affordable price range by multiplying a person's gross income by 2.5. For example, if someone earns a \$50,000 annual salary, then an affordable house may be worth \$125,000 (this varies depending on current interest rates, your debt and credit history). The median household income for workers in the neighborhood is \$38,878 with a median housing value of \$87,100. This equates to a price-to-income ratio of 2.2, lower than the standard ratio.



Table 3: Housing Profile

	Cane Run Road					
	Community Revitalization Plan Area		Metro Louisville		Metro Statistical Area	
Total Units	1,775		\$272,876		\$541,454	
Median Housing Value	\$87,100		\$139,700		\$147,100	
Median Rent	\$558		\$570		\$584	
Gross Rent as a Percentage of Household Income						
Occupied units paying rent	697					
Less than 15 percent	124	17.8%				
15 - 19 percent	45	6.5%				
20 - 24.9 percent	59	8.5%				
25 - 29.9 percent	91	13.1%				
30 - 34.9 percent	64	9.2%				
35 percent or more	314	45.1%				
Tenure	1468		244,674		490,090	
Owner Occupied	742	50.5%	149,455	61.1%	332,486	67.8%
Renter Occupied	726	49.5%	95,219	38.9%	157,604	32.2%
Year Built	1,775		272,876		541,454	
Built 2010 or later	0	0.0%	735	0.3%	2,167	0.4%
Built 2000 to 2009	88	5.0%	34,799	12.8%	79,121	14.6%
Built 1990 to 1999	64	3.6%	29,984	11.0%	76,723	14.2%
Built 1980 to 1989	117	6.6%	19,262	7.1%	51,921	9.6%
Built 1970 to 1979	401	22.6%	38,321	14.0%	87,023	16.1%
Built 1960 to 1969	417	23.5%	38,894	14.3%	69,329	12.8%
Built 1950 to 1959	413	23.3%	41,240	15.1%	68,491	12.6%
Built 1940 to 1949	138	7.8%	20,307	7.4%	33,715	6.2%
Built 1939 or earlier	137	7.7%	49,334	18.1%	72,964	13.50%
Median Year Built	1965		1967		1973	

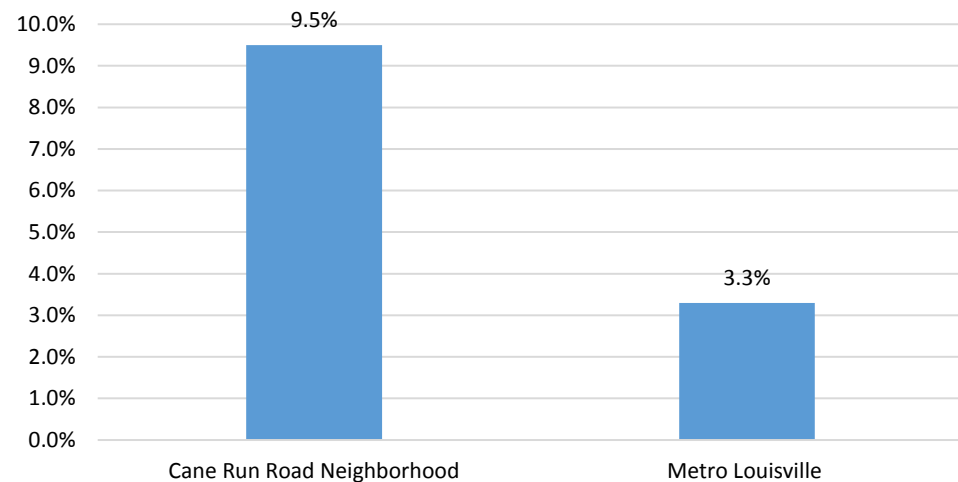
Transportation Characteristics

There are few resources and services such as grocery stores and medical offices, within close proximity to the neighborhood. Available transportation is key to obtaining services and resources such as these. The majority (93.8%) of Cane Run Road residents have access to at least 1 vehicle, while 6.1% do not have access to a vehicle at all.

The majority of residents in the Cane Run Road Neighborhood drive to work, with nearly 75 percent driving alone and 12 percent carpooling. This is 7 percent less than Metro Louisville and 9 percent less than the Metro Statistical Area. Only 9 percent of the residents who commute use public transportation, and a combined 3.5 percent walk, bike, use other means or work from home. The average commute time is unavailable for this sample size, but it is 22.2 and 23.5 minutes in the greater Louisville area.

The graph to the right illustrates that Cane Run Road residents utilize public transportation more than the average for Metro Louisville. It also shows that less neighborhood residents walk to work. This is an indication of the few resources and services within walking distance. Having access to a vehicle translates to job opportunities. This is especially true in the Cane Run Road neighborhood because of the small amount of economic activity. Increasing and improving pedestrian access will allow this neighborhood to close the gap between its residents and its resources.

Figure 6: Use of Public Transportation to Work



Land Use and Community Form

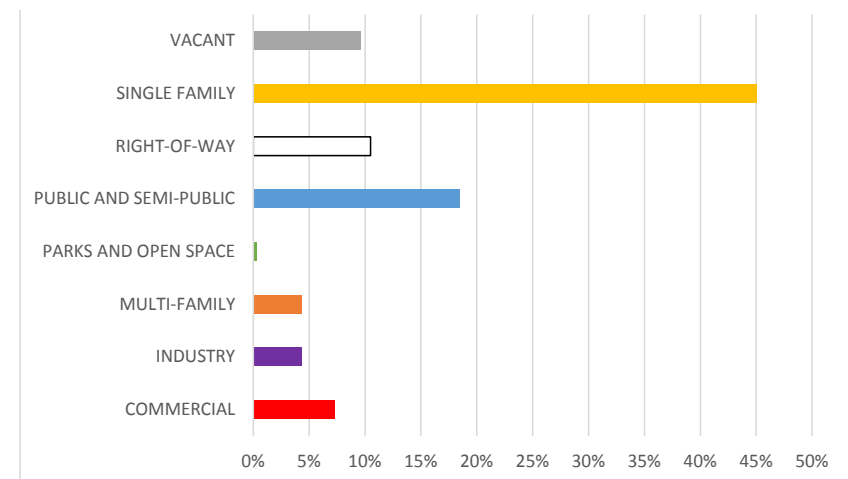
The neighborhood's community form is typical of suburban development along a corridor with relatively low-density residential patterns surrounding Cane Run Road. The housing type in the study area are single-story, ranch style houses, often indicative of the 1960s through 1970s with few design variations. In addition, the majority of the homes have detached garages, or carports, with driveways providing access along the side. The neighborhoods are well-maintained, and secure but many lack sidewalks.

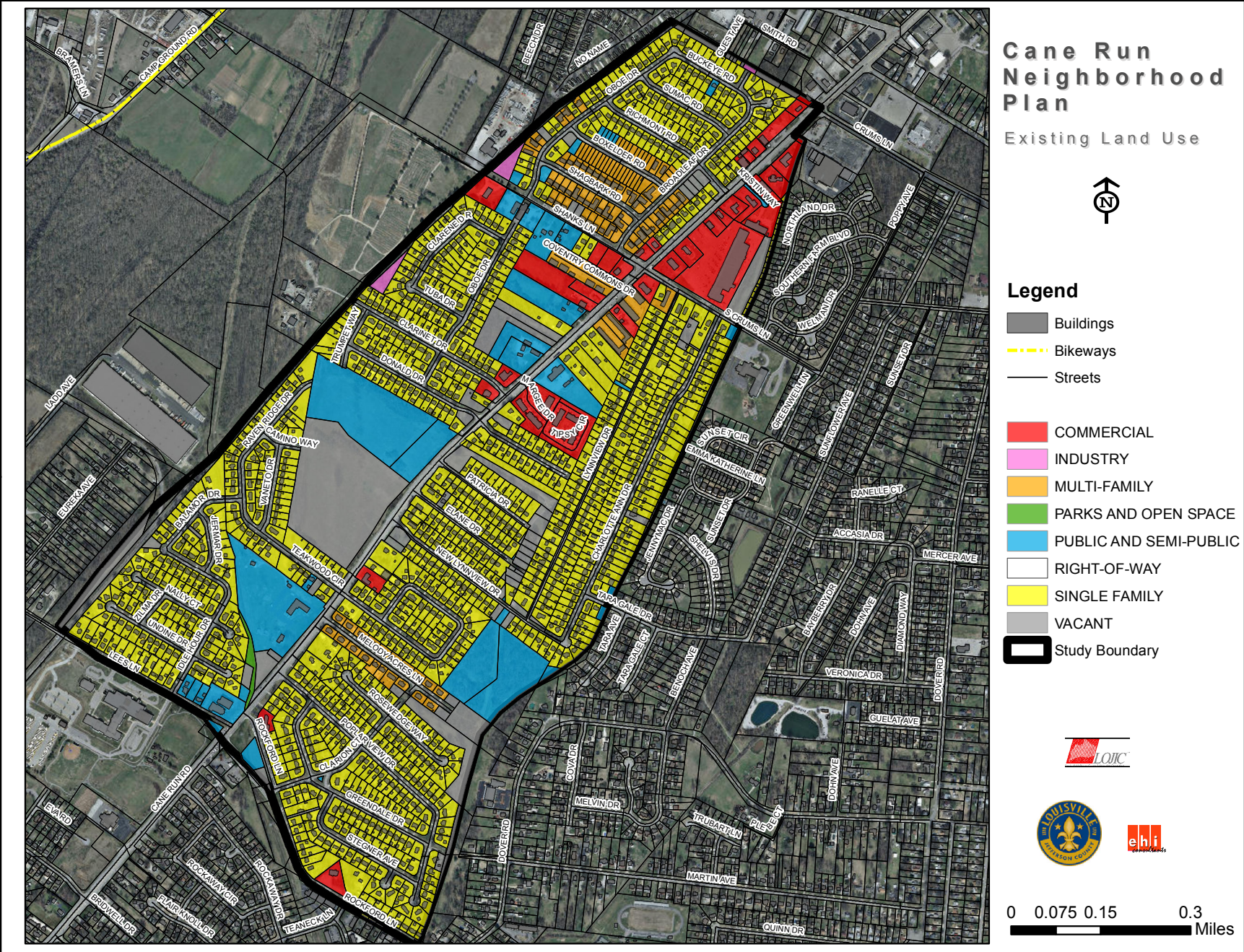
Commercial uses are located at gateways, nodes and along the Cane Run Road corridor. Gateway(s) to and from the plan area would be at the I-264 ramps/exits: 5A and 5B, which place you on Ralph Ave and Cane Run Road. There is retail along Cane Run Road in the form of older strip malls, small businesses, banks and fast food.

The greatest concentration of multi-family is Boxeleader Crossing (Richmont Terrace) located on the northside of Shanks Lane. Several of the apartment units are dilapidated and are in the process of being demolished, or renovated by the Office of Housing and Community Development.



Figure 7: Land Use





Form District Zoning

Louisville Metro uses form district zoning in combination with conventional zoning. The form districts were developed as concept in Cornerstone 2020 Comprehensive Plan.

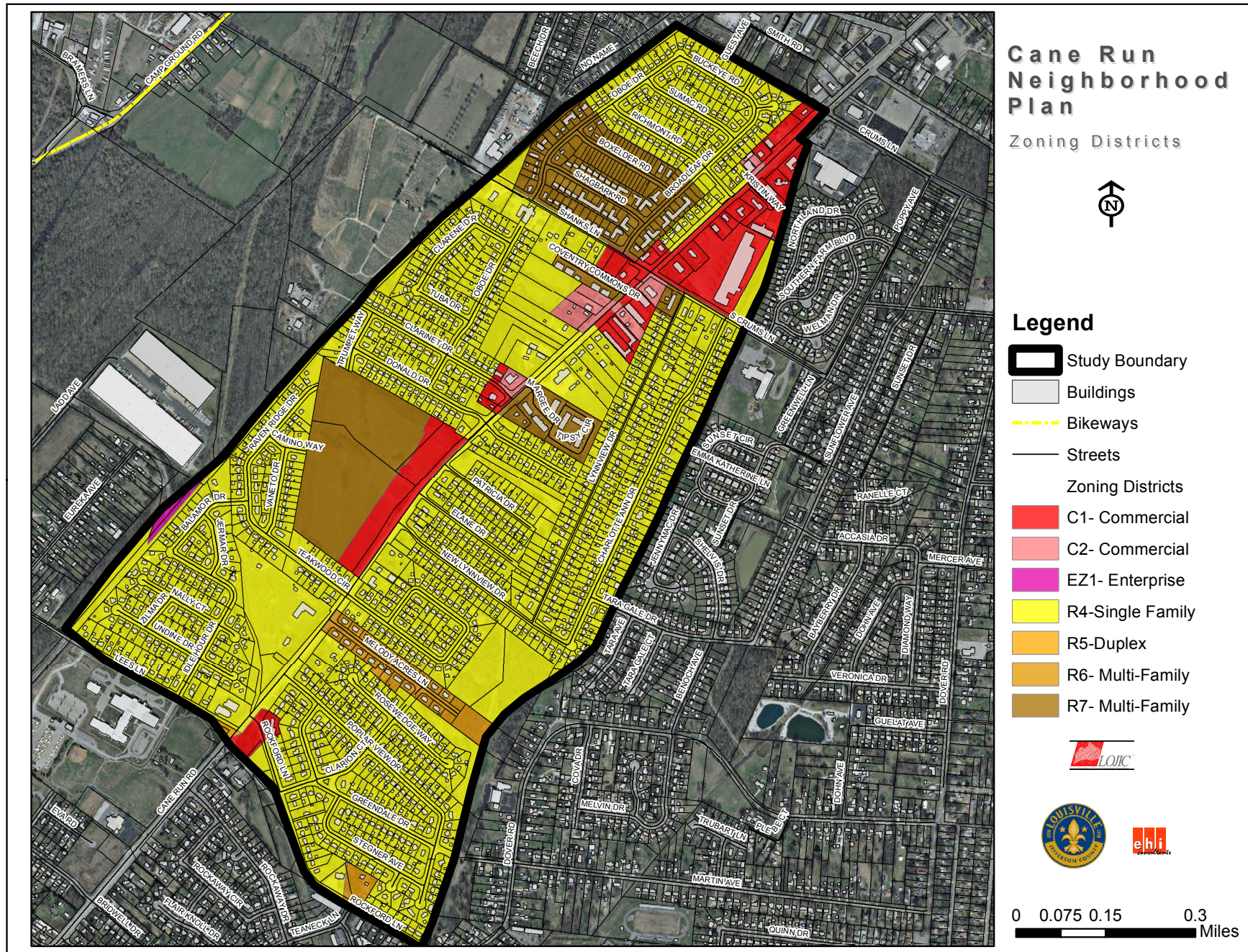
Neighborhood Form District

The Neighborhood Form District (NFD) design standards are intended to promote development and redevelopment that is compatible with and enhances the unique site and community design elements of a neighborhood. This form district integrates a mix of retail, institutional, and other non-residential uses within neighborhoods in a manner that provides convenient service to residents while protecting the character of the neighborhood.

Town Center Form District

The Town Center Form District (TCFD) represents a traditional pattern of development in Louisville and Jefferson County. Town centers are typically compact areas with a mixture of moderately intense uses that are developed around an identifiable core. They are often located at a historic crossroads or at the intersection of a major thoroughfare and collector roadway with connections to surrounding neighborhoods.

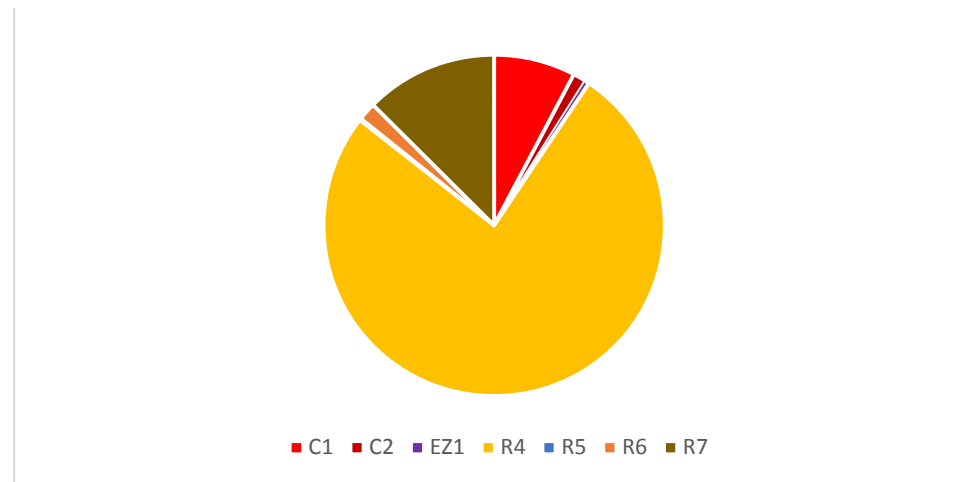
The Town Center Form District encompasses urban design standards to guide future development. In this built form, buildings are intended to be oriented toward the street with smaller blocks for improved pedestrian connectivity and orientation. Shared parking is encouraged along with integrated pedestrian amenities. Land use and development patterns include more intense commercial and residential uses to be located in proximity to major thoroughfares, and the intensity of uses gradually declines toward an “edge” or “transition area” to lower density residential neighborhoods.



Zoning

The majority of zoned land in the neighborhood plan is for residential purposes. The R4 and R5 zoning districts allow for single family zoning while R7 zoning is for multi-family. Commercial zoned consists of C1 and includes the area at Crums Lane and Cane Run Road. There is a small portion of C1 property that is included in the Riverport Landings site that was recently rezoned for a mix of uses. Although there is very little land zoned for industrial use, the neighborhood is adjacent to many industrial properties.

Figure 8: Zoning



Property Maintenance/Code Violations

As per Louisville Metro's Department of Code and Regulations, the Cane Run Road Neighborhood has observed a number of property maintenance code violations. Units designated as Occupied Structures accounted for 33 violations (43%), Vacant Structures accounted for 29 violations (36%), while Vacant Lots totaled 14 violations (18%).







Cane Run Neighborhood Plan

Form Districts

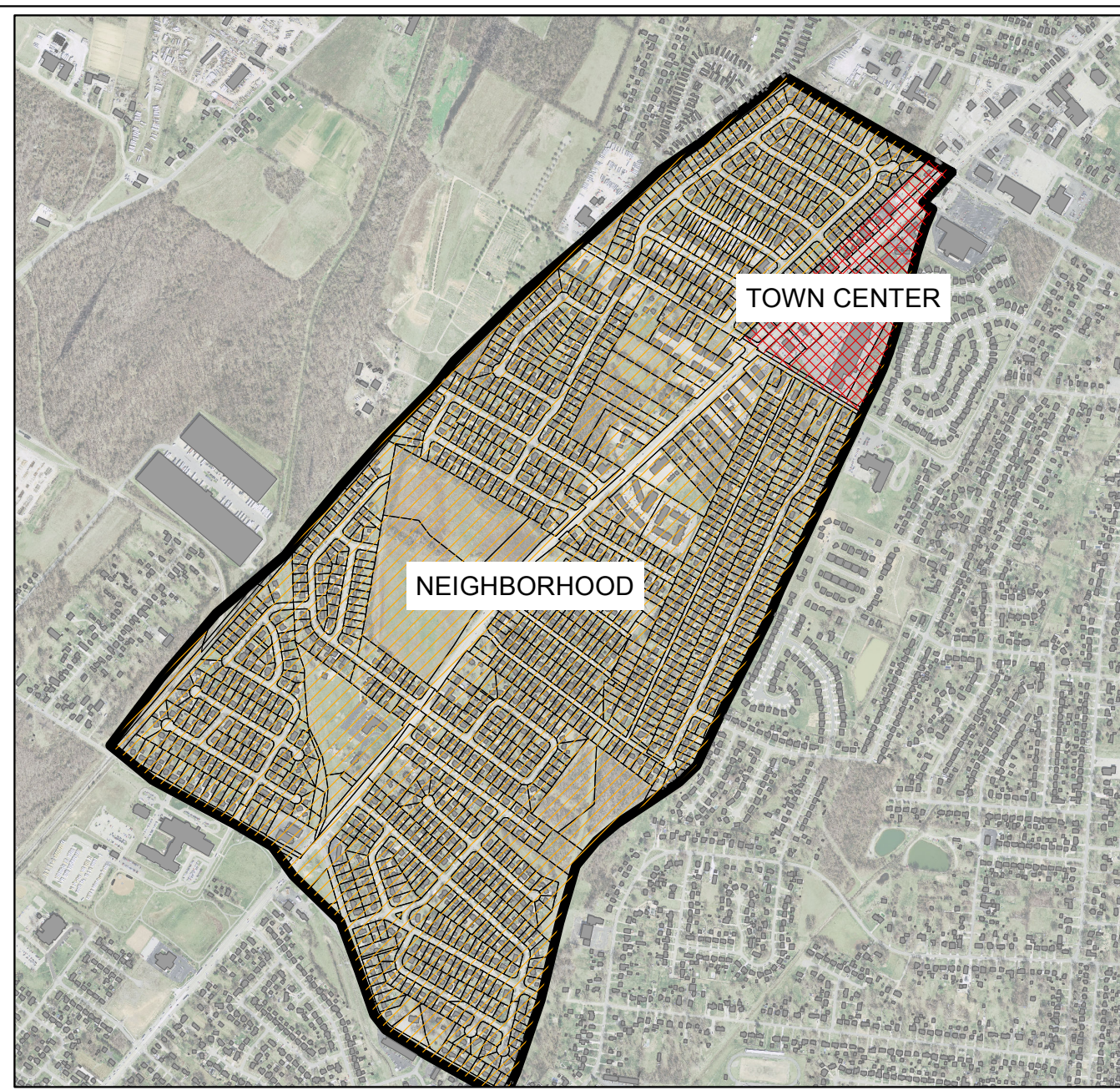
Legend

Form Districts

-  NEIGHBORHOOD
-  TOWN CENTER
-  Buildings
-  Study Boundary



0 0.075 0.15 0.3
Miles



NEIGHBORHOOD

TOWN CENTER

Community Uses

Community facilities reviewed in this section include recreation and parks, schools, libraries, and other community facilities. There are no major health care facilities located in the study boundary.

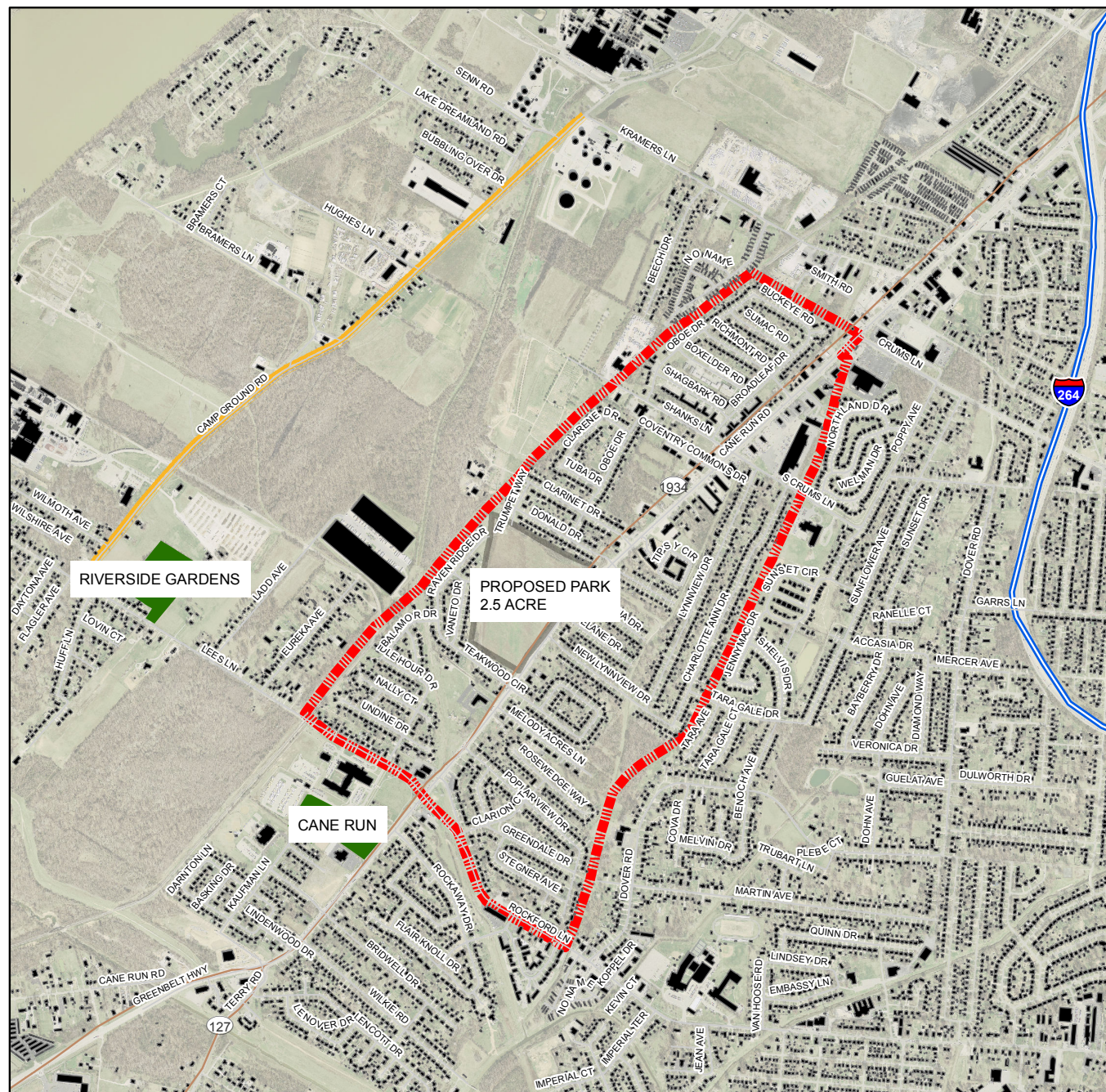
Recreation and Park Facilities

There are two small parks located directly outside of the study area boundary. Cane Run Park is a 10 acre park located off of Cane Run Road and is adjacent to Farnsley Middle School and Wellington Elementary School.

Although the park is not in the study area, it can be easily accessed via Cane Run Road and TARC route. Amenities include a walking trail and basketball courts.

Riverside Gardens Park is located on Lees Road in the Riverside Garden neighborhood. It is a 10 acre park with ballfields, picnic shelters, playground and tennis courts. This park also serves as a trailhead to the Louisville Loop recreational trail.







Cane Run Neighborhood Plan

PARKS AND RECREATION

Legend

- Streets
- Buildings
-  Cane Run Road Study Area
- Louisville Metro
-  Bikeways (Louisville Loop)
- Parks



0 0.125 0.25 0.5 Miles



Environmental

The 34 square mile Mill Creek Watershed is located in the southwestern portion of Jefferson County. Mill Creek is separated into two separate sections in which the study area lies within the Upper Mill Creek Watershed (19 sq. mi.). Herein are several tributaries including Cane Run, Boxwood Ditch, Lynnview Ditch, and Big Run in which a major portion is situated in the flood plain. The Louisville Metro Floodplain Management Ordinance requires a natural 25 foot buffer on each side of the stream bank and must be preserved on all solid blueline streams as defined by the USGS 7.5 minute topographic maps. In addition, solid blueline streams may not be relocated, channelized, or stripped, with the exception of public projects such as road crossings, utilities, and detention basins that have no other viable alternative.

As required by the MSD Design Manual, new development in the Mill Creek Watershed is required to detain proposed stormwater discharge rates to predeveloped conditions for the 2, 10, and 100 year storm events. Low Impact Development is a leading stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. Urban runoff discharged from municipal storm drain systems is one of the principal causes of water quality impacts in most urban areas.

Two vital areas in the study area have been identified as target locations to improve upon its green infrastructure. The following areas should be considered on an individual basis for a more in-depth analysis:



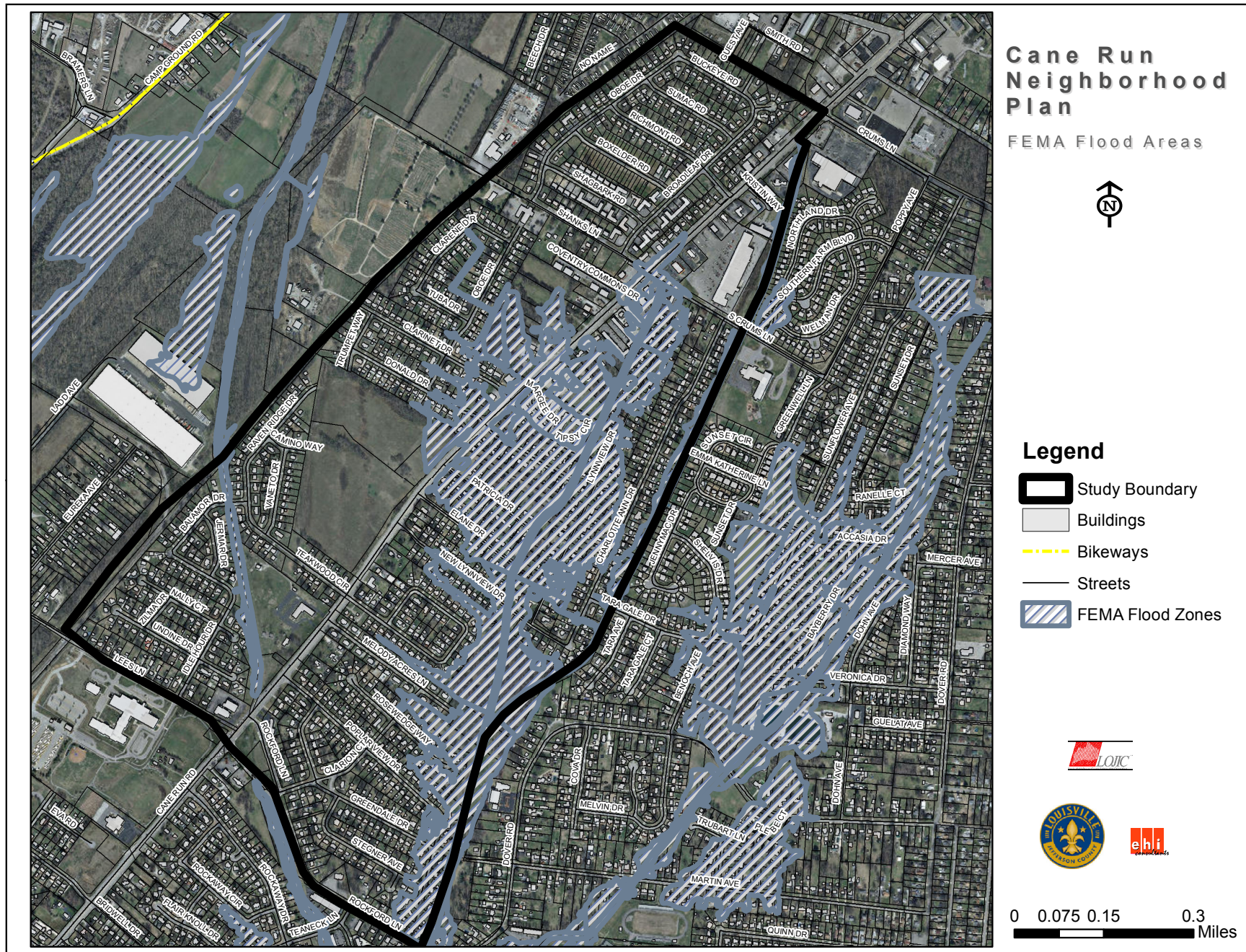
Tradewinds West Shopping Center

Perform a study of the property to evaluate the feasibility of installing stormwater Best Management Practices (BMPs) to improve water quality and reduce stormwater runoff. Currently no stormwater BMPs are present in this area of large impervious surface. Treatment to the parking lot should be evaluated.

Lynnview Drive & “Southeast Section of Study Area”

The single largest land use category in this portion of the Mill Creek Watershed is residential. In most residential areas, only a portion of the water falling on roofs and properties enters the street, and consequently the storm inlets, depending on the slope of the property and gutter drainage onto the property. The remainder of roof and property drainage infiltrates into the soil, and as the soil becomes saturated, runoff flows at an increasing rate to the street or to other drainage basins offsite. As housing density increases, a larger proportion of each property’s drainage enters storm inlets.

Situated just west of Boxwood Ditch, this area highly susceptible to flood management issues. Benchmarks should be provided to local officials to investigate where existing ordinances may be modified to reduce impervious cover, conserve natural areas, and prevent stormwater pollution. Residential streets should be designed for the minimum required pavement width needed to support travel lanes, on-street parking, emergency vehicles, maintenance, and service vehicle access.



Schools/Facilities

The Crums Lane Elementary and Farnsley Middle School serve this neighborhood and surrounding area. The Crums Lane Elementary School is apart of Jefferson County Public Schools. The elementary school is recognized as a Health Promotion School of Excellence and a winner in the Healthier US School Challenge. Farnsely Middle School is located at the intersection of Cane Run Road and Lees Lane and is adjacent to the Cane Run Park.

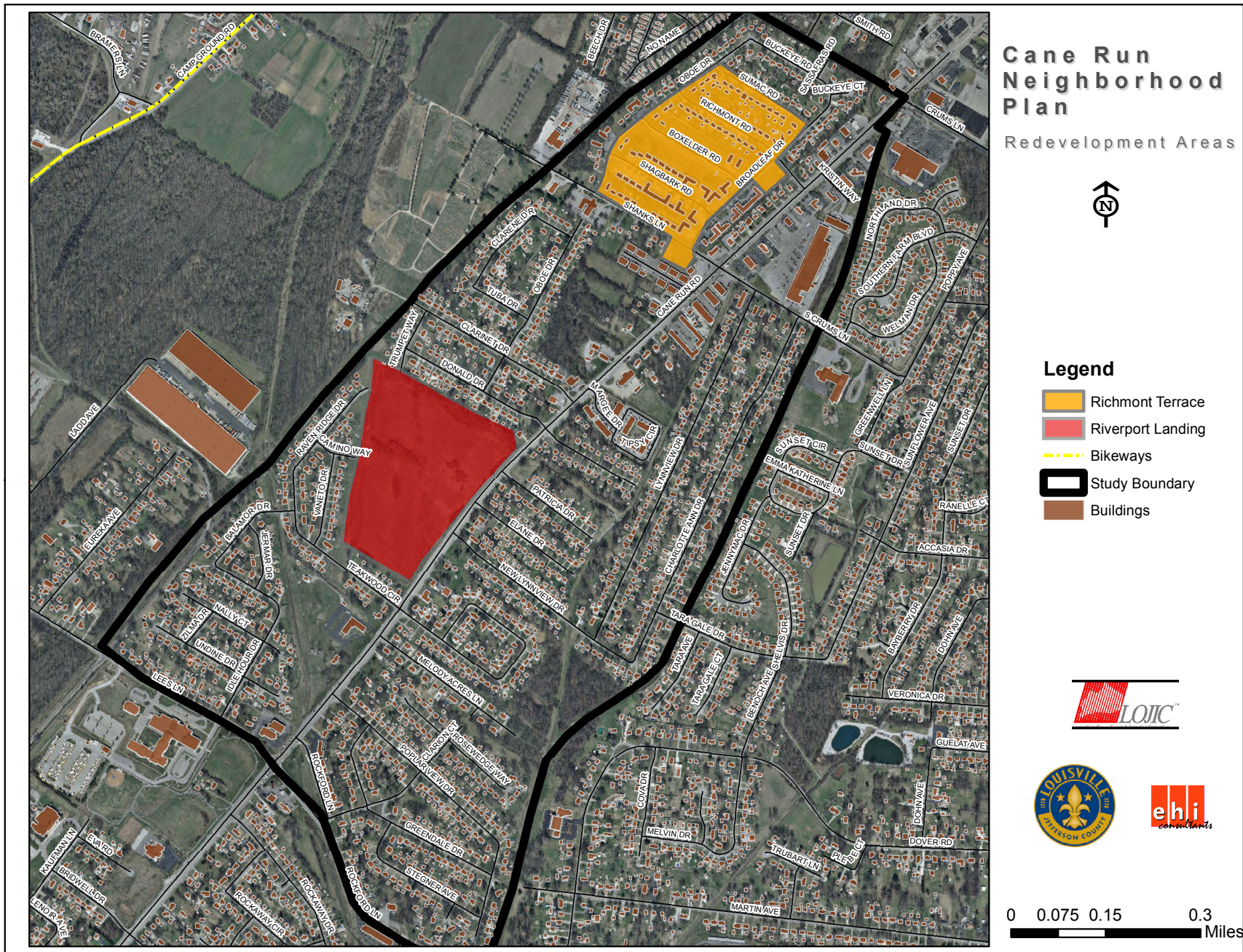
Fire/Police Facilities

The Lake Dreamland Fire Department headquarters is located at 4603 Cane Run Road. There is a second station located on Campground Road. These two stations cover approximately 22 square miles protecting this neighborhood, portion of Shivley on the East, to Pleasure Ridge Park on the south and Ohio River on the West. Lake Dreamland Fire Department has combination of 6 full time personnel and 34 volunteers. The neighborhood is located in the second division police patrol which also services neighborhoods to the north such as Algonquin, California, Chickasaw, Hallmark, Park Duvalle, Park Hill, Parkland and Shawnee.

Police- Neighborhood Crime

Crime Rate Comparison Maps show a comparable measure of crime in the United States. The crime index compares the average local crime level to that of the U.S. as a whole. An index of 100 is average. The total crime index for the Cane Run Road Neighborhood is significantly lower than that of the national average. The total crime index for the neighborhood is 26, meaning that crime is nearly 75% below the national average. More specifically, the Property Crime Index for the neighborhood is 33, (approx. 70% below the national average). Likewise, the Personal Crime Index is 13 (virtually 90% below the national average).





Redevelopment Projects

There are two redevelopment efforts currently underway that serve as a catalysts for the overall revitalization and improvements to the area. The combination of these projects provide public and private investment that stimulates the redevelopment of underdeveloped properties or major rehabilitation of underutilized buildings.

Richmont Terrace Redevelopment

Neighborhood revitalization and housing improvements are occurring in the Richmont Terrace area of the neighborhood. The redevelopment incorporates the area known as Boxeleader Subdivision located on the northside of Shanks Lane and east of Cane Run Road.

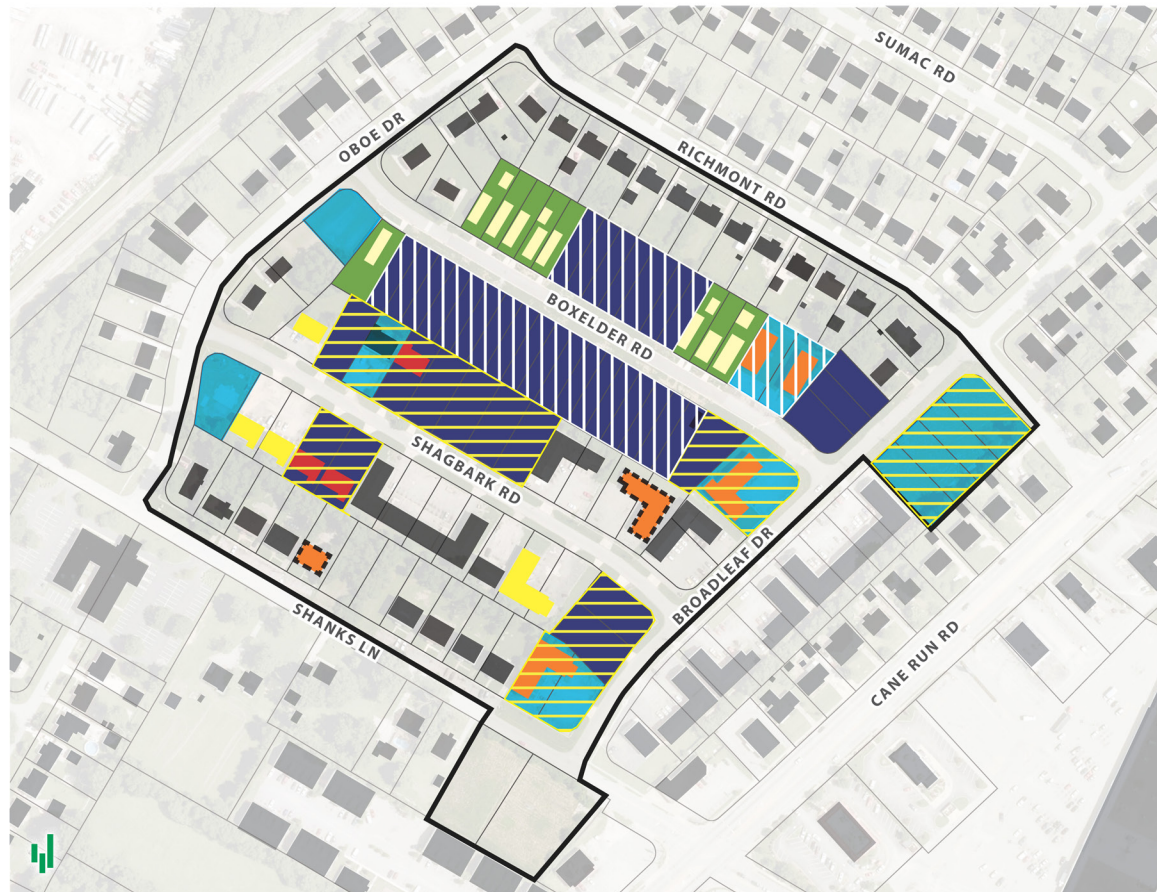
The redevelopment includes acquisition, assessment, demolition and new construction with disposition and construction of additional housing units, both single-family and multi-family, planned for the future. Many of the existing apartment buildings are deteriorated, vacant and underutilized. Comprehensive Development Plan create opportunities for infill and design guidelines for site planning and architectural design of future housing.



Site Strategy courtesy of Lord Aeck Sargent

RICHMONT TERRACE
REVITALIZATION PLAN | **SITE STRATEGY**

DRAFT



- Study Area Boundary
- Parcel
- Property Ownership
 - Louisville Metro
 - Housing Partnerships Inc.
- Building Status
 - To Be Demolished
 - Vacant
 - Recently Rehabbed
 - New Construction
- Recommendations
 - Possible Strategic Acquisitions
 - Possible Re-subdivision
 - Possible Assemblage
 - Possible Renovation



Proposed Riverport Landings Development

The proposed Riverport Landings Development consist of a 34.5 acre multi-use site located on the northside of Cane Run Road, and is surrounded by the Teakwood Manor Subdivision to the west and north and adjacent to Melody Manor Subdivision to the east. The Louisville Metro Planning Commission approved the rezoning request on August 20, 2015 and City Council approved the development by ordinance on September 28, 2015. This development includes mixed-uses of residential, commercial, cultural, or institutional uses and provides pedestrian connections that will improve public infrastructure.

Residential Development

- Family Scholar House and Academic Service Center= 64 units
- Multi-Family Development = 240 units
- Senior Living= 108 units

Commercial Development

- Commercial building and detention basin/floodplain= 8,400 sf
- Commercial building = 18,900 sf
- Commercial building= 7,700 sf

Public Facilities

- Boys and Girls Club= 16,020 SF
- Park= 2.5 acres



Land Use Compatibility

Riverport Landings is located in the Neighborhood Form District which encourages a variety of housing options, including multi-family and inclusive housing. Although the neighborhood form district encourages commercial, these uses are typically located at the intersection of an arterial street and a collector. The commercial uses within this development has the potential to be small scale retail service that can serve the convenience of needs in surrounding neighborhood and be a destination that is more walkable.

Affordable and Inclusive Housing

The development provides an inclusive and multi-generational approach to housing that serves the needs of a diverse group of people including young families, young adults and seniors. Residential uses include a Family Scholar House which provides both affordable housing, and family supportive services to empower single parents pursuing educational opportunities. Based on the demographic profile of the area, there is a need for support for single-parent households. Riverport Landings also provides senior housing taking into consideration the housing needs of this age group. Additional benefits include mobility of long-time residents to transition into senior housing while remaining in their community.

Neighborhood Amenities

The development also includes a proposed Boys and Girls Club which provides after school programs and activities for neighborhood youth. The proposal includes a 2.5 acre park located within the interior of the development. Although the park will be developed as part of the site, it will be opened to the general public and greater community uses. Through the community input process, opportunities for youth activities were identified as a neighborhood need.

Neighborhood Connectivity

Through the development of the site, two existing stub streets are connected through the property. The construction of the connector provides the adjacent existing subdivision access but does not allow cut traffic from the site into the surrounding neighborhoods. This provides better overall neighborhood circulation and additional access for emergency services.



Mobility

Mobility and transportation infrastructure provide connections and access to all land uses. A complete mobility network is a critical component of a community. The spine of plan area is Cane Run Road itself; connecting motorists by vehicular transit, pedestrians by sidewalk and offering multiple TARC bus stops.



Primary Roadways

Cane Run Road (KY 1934) within the project corridor has a functional classification (conducted by KYTC) of an urban principal arterial. The current layout of this street consists of two 12' travel lanes in each direction, an 18' left turn center lane, and curb and gutter and 4' sidewalks (separated by a 4' utility strip) for both directions of traffic. The sidewalks appear to be in good/fair condition and meet ADA guidelines. The current posted speed limit for this street is 45 mph and its current traffic volume (from 2008) is 26,600 AADT (annual average daily trips), although its traffic volume is very likely to be higher today.

Lees Lane (KY 2051) within the project corridor has a functional classification of an urban collector street for about two-thirds of the street (from Cane Run Road to Camp Ground Road) and an urban local street for the rest of its length (from where it dead ends at the Louisville Loop multi-use path to Camp Ground Road). The current layout of this street can be broken up into three segments. The first segment, between the railroad tracks and Cane Run Road (around Farnsley Middle School and Cane Run Neighborhood Place), consists of one 11' travel lane in each direction, 11' turn lanes (one in each direction) placed where needed, a 12' left turn center lane, a 2' shoulder in each direction (excluding curb and gutter in both directions near Lees Lane Baptist Church), a 5' sidewalk running along the entire south side of the segment, and a 5' sidewalk running along a small portion of the north side of the segment (serves Lees Lane Baptist Church).

The second segment of Lees Lane, between the railroad and Camp Ground Road, consists of one 11' travel lane in each direction, a 2' shoulder in each direction, and a 4' sidewalk running along the entire south side of the segment. The sidewalks in these segments appear to be in good/fair condition and meets ADA guidelines. The current posted speed limit for these segments is 35 mph and their current traffic volume (from 2013) is 4500 AADT.

The last segment, between the Louisville Loop multi-use path and Camp Ground Road, consists of one 10' travel lane in each direction, no shoulders in each direction, and a 4' sidewalk running along the entire north side of the segment. The sidewalks in this segment appear to be in fair/poor condition and doesn't meet ADA guidelines. The current posted speed limit for this segment is 25 mph and has a very low traffic volume due to its functional classification as an urban local street.

Pedestrian

While sidewalks exist throughout the majority of major streets, an identified deficiency is the lack of sidewalk networks. Within the planning area, sidewalks exist on the entire length of Cane Run Road. This creates safe travel for pedestrians accessing the TARC bus stops and the commercial areas along this major arterial road. Less than 1% of workers in the neighborhood walked to work.

Bicycle

While bicycles are permitted on the public roadways, there are no specific bicycle facilities such as bike lanes. Though not located within the Cane Run Road Neighborhood, the nearest dedicated bike lane is west of the planning area on Camp Ground Road.

Transit

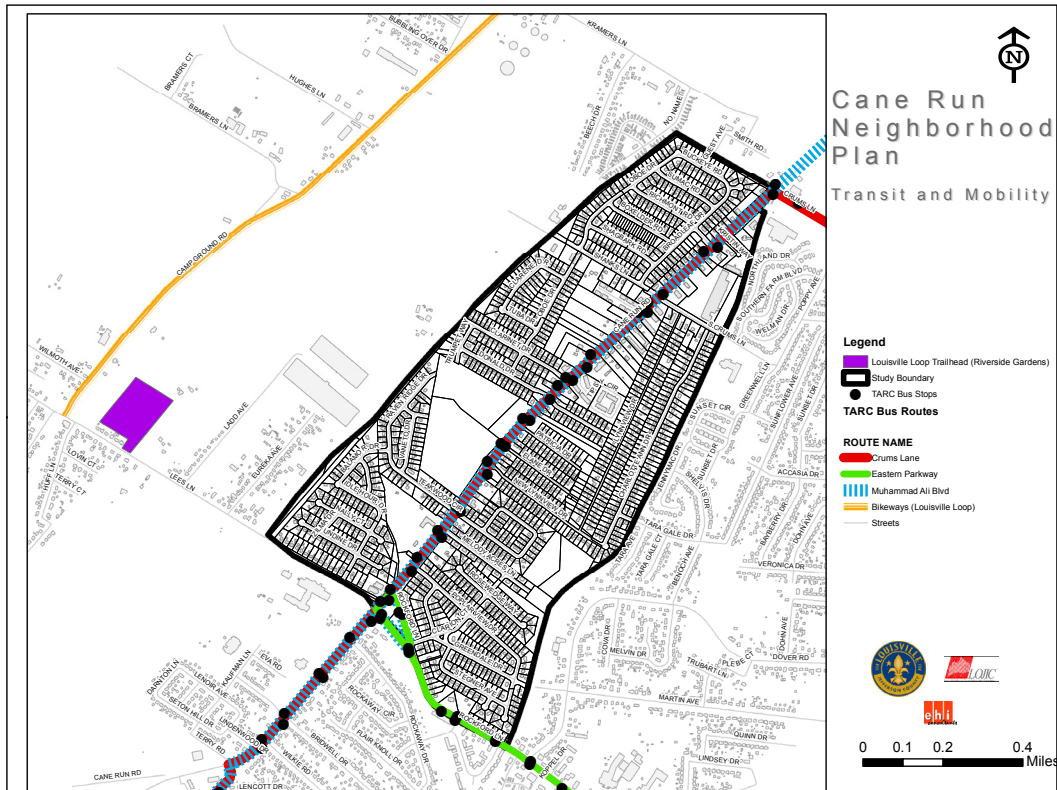
There are several Transportation Authority of River City (TARC) bus routes which service the Cane Run Road area. Route 63 starts at the Westchester Shopping Center at Manes Drive and runs along Cane Run Road to Crums Lane to downtown via 7th Street. Travel time from the New Lynnview bus stop to shopping at Walmart is about 7 minutes and the market center at Manes Drive is 35 minutes. Travel time to downtown is approximately 40 minutes. Bus service provides access to the adjacent areas of Shively to the east and Pleasure Ridge Park to the south.

Route 19 operates from southwest areas of Louisville through downtown to St. Matthews. Alternating trips originate on Cane Run Road at Rockford Lane or in Park Duvalle, with selected morning and afternoon trips continuing to the Riverport Industrial Park off of Greenbelt Highway. The Tradewinds West Shopping Center is served by this route and is a few minutes travel time from the New Lynnview bus stop.



Transportation Projects

The Louisville Jefferson County Metro Government (LJCMG), along with the Kentucky Transportation Cabinet (KTC) is updating traffic control system an updated advanced traffic control system to coordinate progression of traffic along Cane Run Road. These improved signal timing plans are being developed by time-of-day (TOD) and day-of-week (DOW). The goal is to reduce vehicle emissions, delays and travel times, fuel consumption, vehicle operating costs and to increase safety. These updates will play a significant role in congestion management strategies and conservation of the environment and energy for the Louisville Metro area.



Scheduled Projects- signal timing intersections

Cane Run Road at Terry Road
Cane Run Road at Bridwell Drive
Cane Run Road at Rockford Lane
Cane Run Road at Shanks Lane
Cane Run Road at Crums Lane
Cane Run Road at Kramers Lane
Cane Run Road at Farnsley Road
Cane Run Road at I-264 SB Ramp
Cane Run Road at I-264 NB Ramp
Cane Run Road at Ralph Avenue
Cane Run Road at Millers Lane
Cane Run Road at Old Millers Lane
Cane Run Road at Hudson

Community Engagement

A critical component to the success of a planning process is not only to provide a high level of participation but to actively engage neighborhood residents and stakeholders. The primary goal for input was to provide opportunities for stakeholders, citizens and interested parties to learn about and help shape policies and strategies through an active engagement process that is open, inclusive, accessible and recognizes citizen and stakeholder perspectives.

The Cane Run Road advisory committee was formed to give strategic direction to the planning elements and to plan alternatives. The Committee met to discuss opportunities for leveraging additional partnership efforts and to discuss implementation strategies. Committee members were comprised of a diverse group representative of the study area.

P reserve	<ul style="list-style-type: none"> Family Values Spiritual values and churches Schools Anchor food store Existing stable housing and quality of life (2) Open spaces Access to services 	<ul style="list-style-type: none"> Access between neighborhoods St. Denis property Cane Run Road traffic patterns Community engagement organization (Churches) Older, larger trees History of Lake Dreamland Farnsely Kaufman House 	<ul style="list-style-type: none"> Riverwalk Locally owned businesses Cane Run Park at Farnsley Middle School Businesses-shopping center River Garden Park
A dd	<ul style="list-style-type: none"> Medical- immediate care facilities Bus-route to Riverport- Access to jobs Youth and elderly activities Youth development, education and training Increase police presence- protection and security (4) Opportunities for owner-occupied property improvements Better connectivity-all modes Better property maintenance (2) Education (finance, drug addiction, fitness, wellness) Space for AA/NA meetings Organized sports for kids More sidewalks Affordable recreation centers 	<ul style="list-style-type: none"> Connects to Louisville Loop with sidewalks on Kramer's Lane (MilCreek) (2) Opportunities to purchase vacant land/buildings Expand flexible zoning to encourage revitalization and development Louisville Metro Landbank Authorization to participate in the expansion of affordable property purchase. Redevelopment Landscape/Streetscape More business/retail (2) Improved maintenance of public improvements Community Pride 	<ul style="list-style-type: none"> Educational and Recreational opportunities Sense of Community (2) Street lights (2) More family/ quality restaurants (2) Community Center (3) Park Playgrounds Better Roads LMPD Sub Stations (2) Code Enforcement (2) Maintenance of Mill Creek Drainage Ditch Public housing Community Library (2)
R emove	<ul style="list-style-type: none"> Crime/criminal activity Drugs Gang activity Blighted structures 	<ul style="list-style-type: none"> Vacant buildings Dumping/trash Fix Farnsley House or remove it Army Corps of Engineer flood restrictions. People are willing to preserve their property in the flooding area 	<ul style="list-style-type: none"> Unmaintained community facilities Unmaintained/run-down buildings/dilapidated (4) Old zoning restrictions specifically on heavy traffic districts
K eep Out	<ul style="list-style-type: none"> Drugs (2) Crime Gangs Blight Excessive rental housing 	<ul style="list-style-type: none"> Vacant buildings Dumping/trash Fix Farnsley House or remove it Drug houses Overspending of infrastructure instead of addressing the problems Large scale industrial development 	<ul style="list-style-type: none"> Incompatible land use and traffic patterns Vacant and abandoned properties Liquor stores Taverns/nightclubs Predatory businesses (check cashing, pawn shops) Loud cars/cut through traffic/speeding in neighborhoods

Land Use and Community Form Recommendations

Planning Framework

The framework of the small area plan is to improve neighborhood livability, enhance its sense of place, and plan for a safe and sustainable future.

1. Neighborhood livability is the sum of factors that relate to its quality of life — including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, cultural diversity, entertainment, and recreation possibilities.
2. Central to developing a strong sense of place within the neighborhood approach is to focus on the elements that improve neighborhood placemaking, connectivity and accessibility. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that support identity, health, safety, well-being, and provide physical and social connections.
3. Sustainable approaches include design solutions that promote more self-sufficiency. Project examples include alternative transportation to reduce vehicle miles traveled, utilization of green infrastructure for stormwater management and reduction of urban heat island effect.
4. Crime Prevention through Environmental Design (CPTED) is a set of principles that are intended to reduce the opportunity for crime to occur in residential neighborhoods. Applying these principles to alter the physical environment and social environment can help create sustainable and well-designed residential areas that promote public health, crime prevention and community safety.

Goal 1: Improve accessibility and connectivity by linking areas through infrastructure improvements and social networking. Provisions of the plan will include facilitation of public and private sector collaboration and urban design elements to create sustainable, safe and walkable places.

Objective 1: Work with the property owners to retrofit the Town Center Commercial area to provide better access for pedestrians, vehicle and transit, with pedestrian-scale buildings oriented toward the street. The defined Town Centers should utilize the proposed urban design treatments identified in the plan to further reinforce a pedestrian scale and define the centers of activity.

Objective 2: Utilize economic development tools such as METCO façade loans and other incentives to encourage improvements.

Objective 3: Promote and implement green infrastructure and sustainability measures throughout the Cane Run Road neighborhood study area. Impervious surfaces, vegetation cover and stormwater management are all areas in which green infrastructure and sustainability can be improved. There is a significant amount of impervious surfaces within the study area which includes buildings, driveways, parking lots and roadways. Reducing the amount of impervious surfaces will enhance water quality by lessening the amount of polluted stormwater runoff. Increasing the amount of vegetative cover will not only improve air quality, mitigate heat islands, reduce energy needed for heating and cooling buildings, and improve stormwater retention, but will also increase property.

Potential measures which could be implemented include:

- Promote and encourage the reduction of impervious surfaces in any new construction or renovations.
- Work with schools to explore opportunities for incorporating rain gardens that can also be used as a teaching tool.
- Implement additional landscaping and streetscaping using native vegetation and plantings.
- On a residential level, utilize rain barrels to capture and reuse rain water.
- Utilize existing parking lots when not in use for purposes such as event space, farmers market, food trucks, etc. and encourage shared parking possibilities.

Goal 2: Maintain a desirable balance of diverse housing types and tenure that supports both affordable housing and market rate housing.

Objective 1: The revitalization of the area supports the greater goal of maintaining a diverse balance of housing types and tenures. The revitalization efforts of Richmond Terrace creates quality, affordable housing stock with opportunities for homeownership. It also improves neighborhood infrastructure which enhances the streetscape and promotes a walkable neighborhood.

Objective 2: Support the Riverport Landings redevelopment that includes a mix of housing types and includes amenities that will provide public and educational uses for the neighborhood.

Objective 3: Encourage regular and active property maintenance and support programs that provide financial assistance to low-income homeowners with code violations.



Goal 3: Enhance the community's sense of place by establishing design standards and emphasizing defining characteristics.

Objective 1: Support place-making efforts in the community by provide identifiable and distinct gateway entrances to the community including wayfinding signage to amenities

Objective 2: Encourage public participation and support the reestablishment of neighborhood associations within the area.



Goal 4: Ensure Cane Run Road area is a safe and secure neighborhood for both residents and visitors.

Objective 1: Increase police presence in the area by locating a police substation.

Objective 2: Start a neighborhood crime prevention/community policing group and strengthen communications between neighborhood residents and police department.

Objective 3: Maximize visibility within public places and streetscape by including proper lighting at bus stops and along pedestrian/ bikeways/trails and within public parks.



Town Center Concept

The Town Center concept considers the potential redevelopment of the existing Tradewind Shopping Center in a manner that creates a vibrant and active commercial district supportive of the community. The existing commercial site serves the neighborhood as the primary shopping and retail destination. Land use and building form is characterized as a suburban strip center- auto-oriented, single story commercial buildings set on large blocks with deep setbacks and parking between buildings and the street frontage. As a retail and service destination, the site is constructed for patrons who exclusively use an automobile for shopping and/or dining. There are many people who use transit or walk to this shopping center.

The concept utilizes design features to establish a distinct sense of place by creating a commercial town center identity rather than a strip center. The intent of the concept is to propose a zoning district and design guidelines to create a pedestrian oriented environment that gives way to auto-oriented commercial uses for a mix of uses. The desire is that, over time the built form will become more urban bringing more people and urban vitality to the Town Center.



BEFORE



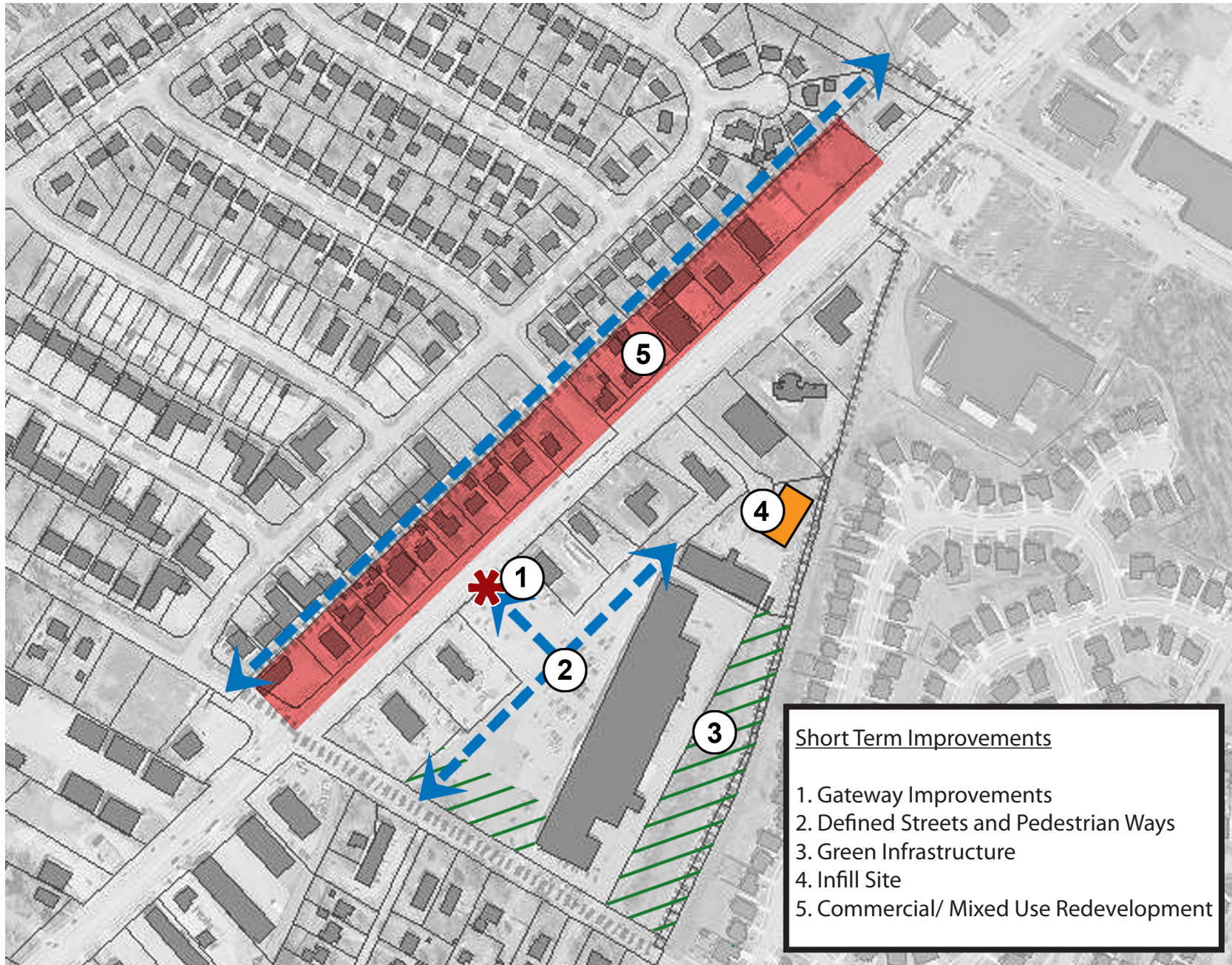
AFTER

Land Use: Encourage neighborhood retail with the types of uses currently present at the shopping center. These uses include small-scale neighborhood shops and locally-owned businesses and services.

Incentives: The Office of Economic Growth and Innovation offers incentives and low interest loans to commercial property owners to make improvements through the Metropolitan Business Development Corporation (METCO).

Short-term Design Considerations: Although redevelopment of the site is a long-term goal, there are design enhancements and improvements that should be considered in the short-term.

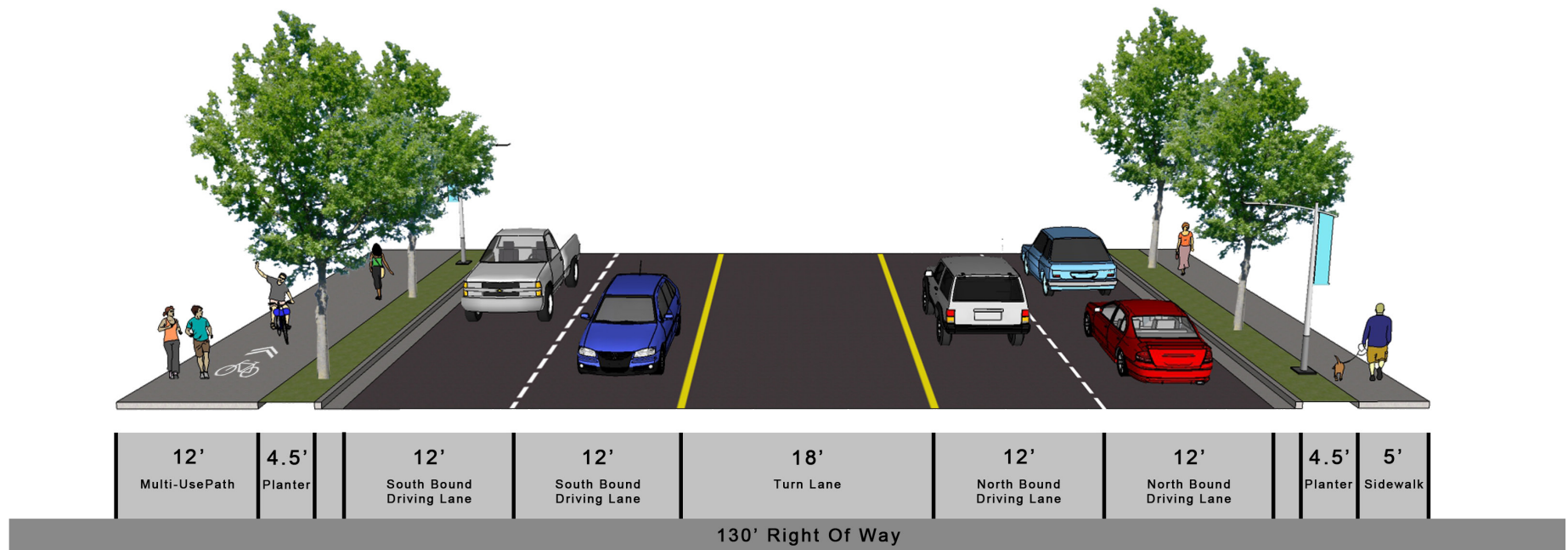
1. Gateway Improvements: Create gateway features, streetscape and entrance improvements.
2. Defined streets and pedestrian ways: In the short-term, design enhancements should defined pedestrian way. Long-term goals should include site redevelopment with blocks.
3. Green Infrastructure: Promote and encouraging the reduction of impervious surfaces in any new construction or renovations. Utilize the existing parking lots when not in use for multiple purposes, such as event spaces, farmers market, food trucks, etc. and encouraging shared parking possibilities.
4. Infill site: Future building to be oriented to street front.
5. Commercial/Mixed Use Redevelopment: Increase mixed use opportunities where appropriate on commercial corridors. Options for mixed use development are recommended for the neighborhood. This type of development site allows residential or commercial development, or both types on the same site. Rezone residential properties across from Shopping Center on Cane Run Road to incorporated into Planned Development District (PDD)



Mobility Recommendations

Goal: To maintain an efficient transportation network and improve pedestrian and multi-modal transportation options by increasing the continuity of bicycle and pedestrian routes to key destinations.

Objective 1: Improve pedestrian and bicycle infrastructure on Cane Run Road to include a multi-use path and lighting. Due to the high traffic volumes and posted speed limit, it's not feasible to add bike lanes within the existing street. Upgrading an existing sidewalk to a 12' width multi-use path with lighting is the best option. To better serve future development along the street, it's recommended to upgrade the sidewalk on the west side of the street. However, if the cost of relocating the overhead power lines becomes a major budget issue, the sidewalk on the east side of the street can be upgraded instead.



Objective 2: Provide appropriate facilities to accommodate pedestrians and bicyclists along Lees Lane. Lees Lane between Cane Run Road and Camp Ground Road is recommended to upgrade the existing sidewalk to a 10'-12' width multi-use path. On-street bicycle facilities are not feasible due to existing congestion of this area during rush hour traffic. Lees Lane between Camp Ground Road and the Louisville Loop is recommended to use marked shared lanes in each direction due to this area's very low traffic volume and lack of width necessary to upgrade the existing sidewalk to a multi-use path 10'-12' in width. In addition, the vehicular barrier located between Howard Avenue and the Louisville Loop can be modified slightly to allow two-way bike and pedestrian traffic.

Objective 3: Establish a network of sidewalks and crosswalks that promote neighborhood connectivity and ensures pedestrian safety especially in school walk zones. A thorough pedestrian network should provide connectivity between residential neighborhoods and community facilities and will encourage a more livable, walkable neighborhood. Missing or broken sidewalks should be repaired and ADA accessible to accommodate all users. Major Cane Run Road intersections identified in the concept map need pedestrian improvements (Shanks Lane, Riverport Landing and Lees Lane). Shanks Lane should be updated to include ADA accessibility, improved crosswalk signage and crosswalk striping. The crosswalk time at this intersection should provide ample time for all users to cross safely.

Objective 4: Provide pedestrian comfort amenities at frequently used bus stops.

Objective 5: Support the transfer of privately maintained roads to state or metro ownership. In order to best maintain street infrastructure, privately owned roads such as Lynnview Drive should be petitioned to transfer ownership to Louisville Metro government. Privately owned roads can potentially hinder the accessibility of emergency service vehicles as well as pose safety hazards to street users. The transfer in ownership would likely result in needed street lights and speed humps to slow vehicles, similar to Charlotte Ann Drive.

Goal 2: Make Cane Run Road corridor a safe, pleasant, attractive and comfortable environment for motorists, pedestrians and bicyclists.

Objective 1: Develop and implement streetscape design standards as growth occurs. Streetscape design standards are intended to improve the visual image and provide a uniform identity for the neighborhood. A well designed streetscape will increase neighborhood walkability and encourage improved public health. Streetscape elements may include wide sidewalks, street furniture, lighting, signage and trees.

Objective 2: Establish an access management plan for Cane Run Road to further enhance the accessibility of future development.





Legend

- — — Cane Run Road Multi Use Path
- — — Proposed Lees Lane Enhancements
- Existing Lees Lane Enhancements
- ✱ Proposed Pedestrian Improvements

Key

1. Richmond Terrace Redevelopment Area: Incorporate pocket park at Shagbark Drive. Improve existing sidewalk conditions
2. Street enhancements to Cane Run Road to expand existing sidewalk along the northside of the street to include a 10' multi-path.
3. Riverport Landings proposes a 2.5 acre park as part of the redevelopment of the site
4. Cane Run Park includes walking paths and an historic landmark, Farnsley Kauffman House. Other amenities include Farnsley Middle School and Neighborhood Place.
5. Riverside Gardens Park includes a Louisville Loop trailhead
6. A shared-use bicycle facility along Camp Ground Road and a portion of Lees Lane to the off-road trail along the Ohio River.

Connections to Louisville Loop

The Cane Run Road community is in close proximity to the Louisville Loop bicycle trail with the potential to link the neighborhood along with existing and proposed parks. Once completed the Louisville Loop will extend 100 miles encircling Metro Louisville, creating alternative transportation options and expanding recreational opportunities.

Linking the neighborhood to the Louisville Loop will provide a connected network of parks, schools, shopping areas, and other destinations. The study area includes a proposed new 2.5 acre park as part of the redevelopment of the site park at Riverport Landings, along with an opportunity to incorporate a pocket park at Shagbark Drive as part of the redevelopment of Richmond Terrace. The existing Cane Run Park includes walking paths and a historic landmark, the Farnsley Kauffman House. Other amenities include Farnsley Middle School and Neighborhood Place. Riverside Gardens Park includes a Louisville Loop trailhead that connects to a shared-use bicycle facility along Camp Ground Road and a portion of Lees Lane to the off-road trail along the Ohio River.

The Concept Plan includes a combination of enhanced existing infrastructure such as an off-road multi-use bicycle lane/pedestrian path that utilizes the existing ROW and an on-road bicycle shared-street facility.



Estimated Cost Opinions

The table summarizes planning level cost opinions associated with the recommended bicycle and trail improvement projects. The costs include construction of 2.5 miles of a 10' multi-path with a portion utilizing existing sidewalks along Cane Run Road from Shanks Drive to Lees Lane, and improvement on Lees Lane to the trailhead located at Riverside Gardens Park.

The actual design of the trail may change once the project reaches the design stage and construction costs are subject to change over time. Dollar figures included are from 2016.

Cane Run and Lees Lane Bicycle Facility Improvements	Estimated Cost
Construction Costs (Path Only)	\$ 247,531.00
ROW Cost	\$ 20,000.00
Utility Relocation Costs	\$ 202,000.00
Total	\$ 469,531.00



Plan Implementation

The Cane Run Road Neighborhood Plan is a roadmap for future activities which will be implemented over a long period of time in response to public funding, government agencies, neighborhood leadership, business and property owners and the development community.

By adopting the plan, Planning Commission and the Louisville Metro Council will demonstrate the government's commitment to the implementation of the plan. However, every action item listed in this plan will require separate and specific implementation. Adoption of the plan does not, on its own, begin the implementation of any item. Approval of the plan does not legally obligate the City to implement any particular action item. The implementation will require specific actions by the neighborhood residents, Louisville Metro or other agencies.

Various forms of funding may also be used in order to implement items within this plan. Implementation of some of the recommendations will require public funding while some revitalization efforts will require private investment. Most implementation strategies will require collaboration among partners, and the plan encourages developing partnerships with the government agencies, non-profits, residents, business owners, and other community members. Partnerships are important to the achievement of each of the goals and objectives outlined in the plan.

As the recommendations in the plan are considered, the following concepts and initiatives should also be contemplated as they play a role in accomplishing the vision of the neighborhood plan.

- Cornerstone 2020 or LDC: Implementation strategies are related to Cornerstone 2020 Plan or require Planning Commission action such as rezoning or development plan approval. Both of these process are outlined in the Land Development Code.
- Capital Project: There may be issues in the neighborhood that require major capital expenditures and public investment. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long term interests of the neighborhood. Capital Improvement Projects may be funded by a variety of sources.
- Policy or Programmatic Strategies: These strategies may require policy or programs to be established. In some cases, it identifies resources that are already in effect or may require new initiatives.

The implementation activities will occur at different times, some may occur within the next year while others may take place in the next few years depending on budget cycles, public willingness and prioritization. The anticipated time frames for plan implementation include:

- Short (less than a year)
- Medium (1-3 years)
- Long (greater than 3-5 years)
- Ongoing

Plan Schedule

Land Use and Community Form Recommendations

	Recommendation	Responsibility	Timeframe
	Cornerstone 2020/LDC		
LU 1	Investigate the potential to retrofit the commercial property (Tradewinds West Shopping Center) within the Town Center Form District. Elements could include Crime Prevention through Environmental Design (CPTED) standards into facade treatments, improvements to pedestrian circulation, landscaping and lighting. The property owner should consider a low interest facade loans provided by METCO.	Metro Councilperson, private property owners/developers, Office of Economic Growth and Innovation, Metropolitan Business Development Corporation (METCO).	Medium Term- 3-5 Years
LU 2	Redevelop the site known as Riverport Landings at the 4600 block of Cane Run Road. The development proposes a mixed-use of housing, commercial and public uses. It supports neighborhood connectivity, affordable housing, and youth activities, education and community services.	Private developers, Metro Councilperson, Metro Housing & Community Development, Planning & Design	Short-term- 1 Year
LU 3	Support the redevelopment of Richmond Terrace as it creates quality, affordable housing stock with opportunities for homeownership. It also improves neighborhood infrastructure which enhances the streetscape and promotes a walkable neighborhood.	Metro Councilperson, Metro Housing & Community Development, Planning & Design	Short-term- 1 Year
LU 4	Support the open space/park development at Shanks Drive as identified on the proposed development plan of the Richmond Terrace Revitalization Plan.	Metro Parks and Recreation, Councilperson, Highland Park Community Development Corporation	Long (greater than 3-5 years)

LU 5	Consider designating the Farnsley-Kaufman house as a local historic landmark.	Planning and Design Services, Metro Parks and Recreation, Councilperson, Friends of Farnsley-Kaufman	Ongoing
LU 6	Promote mixed-use, pedestrian and neighborhood friendly commercial at corner of Cane Run Road and Shanks Lane as identified on the proposed development plan of the Richmond Terrace Revitalization Plan. This should serve as gateway to the revitalized neighborhood.	Metro Councilperson, Metro Housing & Community Development, Planning & Design, private property owner/developers.	Long (greater than 5 years)

Land Use and Community Form Recommendations

Capital Infrastructure

LU 7	Work with Police Department to increase police presence in the neighborhood by locating a substation in area. Consider utilizing space at the Lake Dreamland Fire Department Headquarters.	Metro Police Department, Lake Dreamland Fire Department, Metro Councilperson, Metro Council	Short-term- 1 Year
LU 8	Work with Metropolitan Sewer District for maintenance of drainage ditches.	MSD, adjacent property owners, Metro Councilperson, Metro Council	Ongoing
LU 9	Support the Riverport Landings development as it will provide community facilities to include a variety of education and recreational activities with increased accessibility for users of all ages.	Metro Parks and Recreation, Councilperson, Boys and Girls Club, Riverport Landings developers	Medium Term- 3 -5 Years

Policy/Programming

LU 10	Re-establish a Cane Run Road neighborhood association.	Neighborhood residents, Metro Councilperson, Center for Neighborhoods	Short-term- 1 Year
LU 11	Develop neighborhood leaders by offering leadership training with the Neighborhood Institute/Center for Neighborhoods.	Neighborhood Residents, Center for Neighborhoods, Councilperson, Faith-based Community Leaders, Highland Park CDC	Short-term- 1 Year

LU 12	Start a neighborhood crime prevention/community policing group and strengthen communications between neighborhood residents and police department.	Metro Police Department, Neighborhood Residents, Center for Neighborhoods, Councilperson, Faith-based Community Leaders, Highland	Short-term- 1 Year
LU 13	Work with Metro Department Codes and Regulations on code enforcement and property maintenance issues.	Metro Department of Codes and Regulations, residents, property owners	Ongoing
LU 14	Work with Vacant and Abandoned Property (VAP) Response Team to identify vacant properties and/or dilapidated structures and utilize resources such as VAPit to request foreclosures.	Metro Vacant and Abandoned Property (VAP) Response Team, Neighborhood residents, Metro Councilperson, Metro Council	Short-term- 1 Year
LU 15	Work with Vacant and Abandoned Property (VAP) Response Team to expand R-squared resources and technology to 40216 zip code to develop concepts for reuse and revitalization of vacant lots.	Metro Vacant and Abandoned Property (VAP) Response Team, Neighborhood residents, Metro Councilperson, Metro Council	Short-term- 1 Year
LU 16	Create opportunities for education and workforce development.	Highland Park Community Development Center, Faith-based Community Leaders	Ongoing

Mobility Recommendations

	Recommendation	Responsibility	Timeframe
Cornerstone 2020/LDC			
M1	Establish a network of sidewalks and crosswalks that promote neighborhood connectivity and ensures pedestrian safety especially in school walk zones	Planning & Design Services, Planning Commission, Metro Councilperson, Metro Council, Move Louisville, Metro Public Works	Medium Term- 3-5 Years
M2	Consider developing a streetscape plan and/or landscaping/beautification plan for Cane Run Road.	Planning & Design Services, Planning Commission, Metro Councilperson, Brightside, neighborhood residents	Medium Term- 3-5 Years
Capital Infrastructure			
M3	Improve Cane Run Road by improving pedestrian and bicycle infrastructure to include crosswalks at major intersections, a multi-use path and improved lighting to ensure safety at all hours.	Kentucky Transportation Cabinet, Metro Public Works, Metro Councilperson, Metro Council	Long (greater than 5-years)
M4	Provide appropriate facilities to accommodate pedestrians and bicyclists along Lees Lane.	Kentucky Transportation Cabinet, Metro Public Works, Metro Councilperson	Long (greater than 5-years)
M5	Provide comfort amenities at frequently used bus stops.	TARC	Medium Term- 3-5 Years
Policy or programmatic			
M6	Support the transfer of Lynnwood Drive, a privately owned street, to Louisville Metro to ensure on-going scheduled maintenance and emergency access.	Neighborhood residents, Metro Council, Metro Public Works	Short-term- 1 Year
M7	Conduct a walkability assessment to determine additional sidewalk improvements.	Neighborhood residents, non-profit	Medium Term- 3-5 Years

Executive Summary

The Cane Run Road Community Revitalization Plan serves as a guide for public improvements and private investment. Through the planning process, the Advisory Committee – a group of local residents, stakeholders and community members shared ideas, identified community assets, and defined issues. This input helped shape strategies to achieve the vision for neighborhood revitalization.

The small area's defining characteristics, such as demographics, land use, development patterns, natural environment, housing and mobility, also inform the concepts and recommendations outlined in the plan, as it utilizes many of the existing community assets and amenities as building blocks for improvements.

Based on community input and the existing conditions analysis, the following themes will serve as basis for neighborhood revitalization:

- **Focus on placemaking.** Improve existing commercial areas to make the area an attractive, vibrant and identifiable destination.
- **Enhance connectivity.** Provide facilities and improvements to enhance safe and convenient connections by all modes of travel—walking, cycling, transit and driving. Focus on linking the area's neighborhood destinations to the Louisville Loop and greater Metro area.
- **Enhance pedestrian environment.** Create a safe, comfortable and attractive environment for pedestrians by including streetscape improvements such as sidewalk, tree plantings, improved crosswalk lighting and markings, and pedestrian-scale street lights.
- **Improve public safety by design.** Incorporate Crime Prevention through Environmental Design (CPTED) principles into both public realm improvements and private development, and focus resources to improve public safety throughout the small area.
- **Green Infrastructure.** Incorporate green infrastructure such as rain gardens, permeable paving, and other techniques into future improvements.
- **Improve access to housing.** Support the redevelopment efforts including Riverport Landings and Richmond Terrace.

Cornerstone 2020 Plan Recommendations

The goal is to revitalize the neighborhood to a more sustainable and livable place, following the guidance of the Cornerstone 2020 Plan. Below are the recommendations that relate to the Cornerstone 2020 plan or require Planning Commission action such as rezoning or development plan approval.

Land Use Recommendations

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LU 6: Promote mixed-use, pedestrian and neighborhood friendly commercial at corner of Cane Run Road and Shanks Lane as

Mobility Recommendations

M 1: Establish a network of sidewalks and crosswalks that promote neighborhood connectivity and ensures pedestrian safety especially in school walk zones

M 2: Consider developing a streetscape plan and/or landscaping/beautification plan for Cane Run Road.